

URBAN/MUNICIPAL

CA4 ON HBL A05

CSIT6

1992

#2

May 4, 1992

June 22, 1992

Agendas/minutes of the
Transport and Environment
Committee of Council

CA4 ON HBL A05

C51TK6

1992



The Urban Municipal Collection
2nd Floor
Hamilton Public Library

J.J. SCHATZ
CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

TEL: 546-2700
FAX: 546-2095

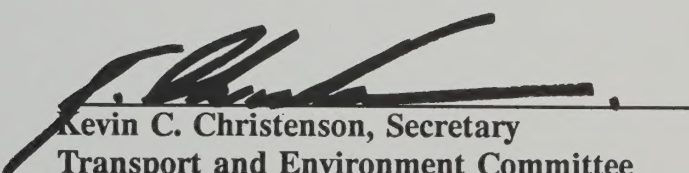
1992 April 30

URBAN MUNICIPAL
MAY 1 1992
GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1992 May 4
9:30 o'clock a.m.
Room 233, City Hall


Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS - 10:00 O'CLOCK A.M.**
 - (a) Stopping-Up and Closing Certain City Lands
Known as Simcoe Street
 - (b) Intersection of Tisdale Street and Erie Avenue
Alderman Wm. M. McCulloch
 - (c) Trillium Awards - Promotions
Public Works Department

2. CONSENT AGENDA

3. SENIOR DIRECTOR - ENVIRONMENTAL SERVICES DEPARTMENT

- (a) Ball Packaging Consolidation of P.C.B. Waste at 391 Victoria Avenue North
- (b) R. T. Recycling Technology Application for a Certificate of Approval for a Waste Disposal Site (Processing)
- (c) Philip Environmental Services Corp. Application for Amendment to the Certificate of Approval No. A10011145.
- (d) Henkel Canada Ltd. Ward Street Decommissioning Site - Certificate of Approval for a Waste Disposal Site (Processing)

4. DIRECTOR OF TRAFFIC SERVICES

- (a) School Crossing Guard Relocation - Quigley Road and Albright Road to Albright Road and Albright Court
- (b) Glen Echo Drive and Nash Road - School Crossing Guard

5. DIRECTOR OF PROPERTY

120 Ferrie Street East

(Confidential Information Item - Distributed to Committee Members Only).

6. NEW BUSINESS

7. ADJOURNMENT

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEMS	ORIGINAL DATE	ACTION	STATUS
1.	Closure of East/West Alley South of King Street East between John and Catharine Streets	1991 July 22	Mr. G. Aston (Mongeon/Pappas)	Tabled
2.	Parking Regulations - Albany Avenue between Kenilworth Avenue North and Robins Avenue	1991 October 21	Alderman D. Wilson	Tabled
3.	Intersection Control - Greenhill and Monte Drive - Greenhill and Summercrest Drive	1991 September 16	Alderman D. Agostino	Tabled
4.	Parking Prohibition Greenhill Avenue between Vienna Street and Pavarotti Court	1991 October 21	Alderman D. Agostino	Tabled
5.	Intersection Control Bowman and Sussex Streets	1992 January 6	Alderman M. Kiss	Tabled
6.	Criteria and Report of School Crossing Guards	1992 January 6	Mr. M. F. Main Director of Traffic Services	Comprehensive Report Pending
i.	Intersection of Kenilworth Avenue and Monterey Avenue	1992 January 6	Alderman D. Wilson	Tabled
ii.	Intersection of Sanatorium Road and Rice Avenue	1992 January 6	Alderman D. Ross	Tabled
iii.	Intersection of Main Street West and Whitney Avenue	1992 January 6	Alderman M. Kiss	Tabled
7.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Mr. M. F. Main Director of Traffic Services	Report Pending Public Meeting
8.	Hotz and Sons Company Inc. Application for a Certificate of Approval for a Waste Disposal Site (Processing) at 470 Kenora Avenue North (SWARU)	1992 March 2	Mr. P.J. Halliday Senior Director Environmental Services Department	Report

- | | | | | |
|-----|---|--------------|--|----------------------------|
| 9. | Canada West Indies Molasses Company
Application for a Certificate of
Approval for a Waste Disposal Site
(Transfer) | 1992 March 2 | Mr. P.J. Halliday
Senior Director
Environmental
Services Department | Report Pending |
| 10. | Illegal Dumping on C.P. Rail Property | 1992 April 6 | Acting C.A.O.
and Acting Director
of Public Works | Report for
1992 June 22 |

Kevin C. Christenson, Secretary

1992 April 29

1(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: April 24, 1992
S610-03 L. MacNeil

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

RECEIVED

APR 24 1992

CITY CLERKS

SUBJECT:

Stopping-up and closing certain City lands known as Simcoe Street.

RECOMMENDATION:

- a) That the following City lands be closed, stopped-up and retained as noted below:
- | | |
|-----------------------|---|
| All of Simcoe Street | west of West Limit of Bay Street |
| Part of Simcoe Street | Parts 3,7,8,10, Plan 62R-12134 (easement) |
- b) That the By-Law attached to this report to carry out the closing, stopping-up and retention of the foregoing be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd

- page 2 -
April 24, 1992

Cont'd

BACKGROUND

This closure was authorized for advertising by City Council on April 2,9,16 and 23, 1992.

A new street has been authorized by City Council to be established in that vicinity which is to be named Harbourfront Drive. This closure will provide for the re-alignment of Simcoe Street.

/ljm
Encl.

cc: Mr. K. E. Avery, City Clerk
 Att: R. Morrison (encl.)
cc: Mr. F. Angelici, Planning Department
cc: M. Watson, Property Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO STOP-UP, CLOSE AND RETAIN THE PORTION OF SIMCOE STREET, WEST OF THE WEST LIMIT OF BAY STREET AND TO SELL AN EASEMENT IN PARTS 3,7,8 AND 10 ON PLAN 62R-12134.

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, to stop-up, close and sell any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 4 of the 4th Report of the Parks and Recreation Committee on February 25, 1992, authorized the City to stop-up, close and retain a portion of Simcoe Street lying west of Bay Street designated as Parts 4,5,6,9,11 on Plan 62R-12134 and stop-up, close and sell an easement in Parts 3,7,8 and 10 on Plan 62R-12134.

AND WHEREAS The Corporation of the City of Hamilton is the Owner of the above described lands;

AND WHEREAS Notice of the City's intention to pass this By-law has been published on April 2,9,16 and 23, 1992, as required by Section 301 of The Municipal Act;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this by-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The portions of highway described as:

All of Simcoe Street, lying west of Bay Street, Registered Plan number 127, designated as Parts 3,4,5,6,7,8,9,10 and 11 on Plan 62R-12134.

All in the City of Hamilton, Regional Municipality of Hamilton-Wentworth
are hereby stopped up and closed;

2. That a storm water easement be sold to the Regional Municipality of Hamilton-Wentworth in, over and upon the said Parts 3,7,8 and 10 on Plan 62R-12134.
3. This by-law comes into force and effect on the date of registration of this by-law in the Land Registry Office for the Registry Division of Wentworth (No. 62).

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

PUBLIC NOTICE

To stop-up, close and retain the portion of Simcoe Street, from the West limit of Bay Street to the West limit of Simcoe Street and to stop-up, close and sell an easement in Parts 3, 7, 8 & 10, on Plan 62R-12134.

Notice is hereby given pursuant to Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, that the Council of the Corporation of the City of Hamilton proposes at its meeting to be held in City Hall at 7:30 p.m. on Tuesday, May 12, 1992 to pass a by-law to stop-up, close and retain the Portion of the Public Assumed Road Allowance of Simcoe Street from the West Limit of Bay Street to the Westerly limit of Simcoe Street, being Parts 4,5,6,9, and 11 on Plan 62R-12134 and to stop-up, close and sell a storm water easement in Parts 3, 7, 8 & 10 on Plan 62R-12134, to the Regional Municipality of Hamilton Wentworth.

A plan (62R-12134) showing the lands to be affected and a draft of the proposed by-law may be seen in the Regional Roads Department, 6th Floor, City Hall, Hamilton.

On Monday, May 4, 1992, at 10:00 a.m., City Council through its Transport and Environment Committee, will hear in person, or by his counsel, solicitor or agent, any person who claims that this lands will be prejudicially affected by the said by-law and who applies to be heard. Any such person who wishes to be heard should make written application to the following individual as soon as possible:

Mr. K. Christenson, Secretary
Transport and Environment Committee
Office of the City Clerk
City Hall, 71 Main Street West
Hamilton, Ontario
L8N 3T4

1 (b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 30

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

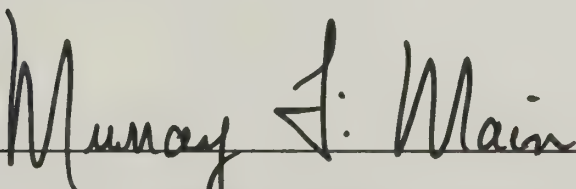
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Tisdale Street and Erie Avenue - Intersection Control. (TEC-70-92)

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Tisdale Street and Erie Avenue.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Stop signs on Erie Avenue at Tisdale Street would result in additional motor vehicle operating costs in the order of \$10,000.00 per year.

BACKGROUND:

Alderman William McCulloch has asked the Traffic Department to report to the Committee respecting a petition, signed by 51 area residents, requesting that three-way stop control be implemented at the intersection of Tisdale and Erie. The letter accompanying the petition expresses concern about the speed of traffic on Erie, allegedly associated with motorists soliciting prostitutes. The Hamilton-Wentworth Regional Police Officer who is assigned to the Stinson area for the Community Based Policing Project, has given the opinion that stop signs on Erie at Tisdale would assist in resolving the prostitution problem in this neighbourhood. Apparently some of the "customers" drive around the block at high speeds, and the officer believes that they could be conveniently stopped for failing to stop at the proposed new stop signs.

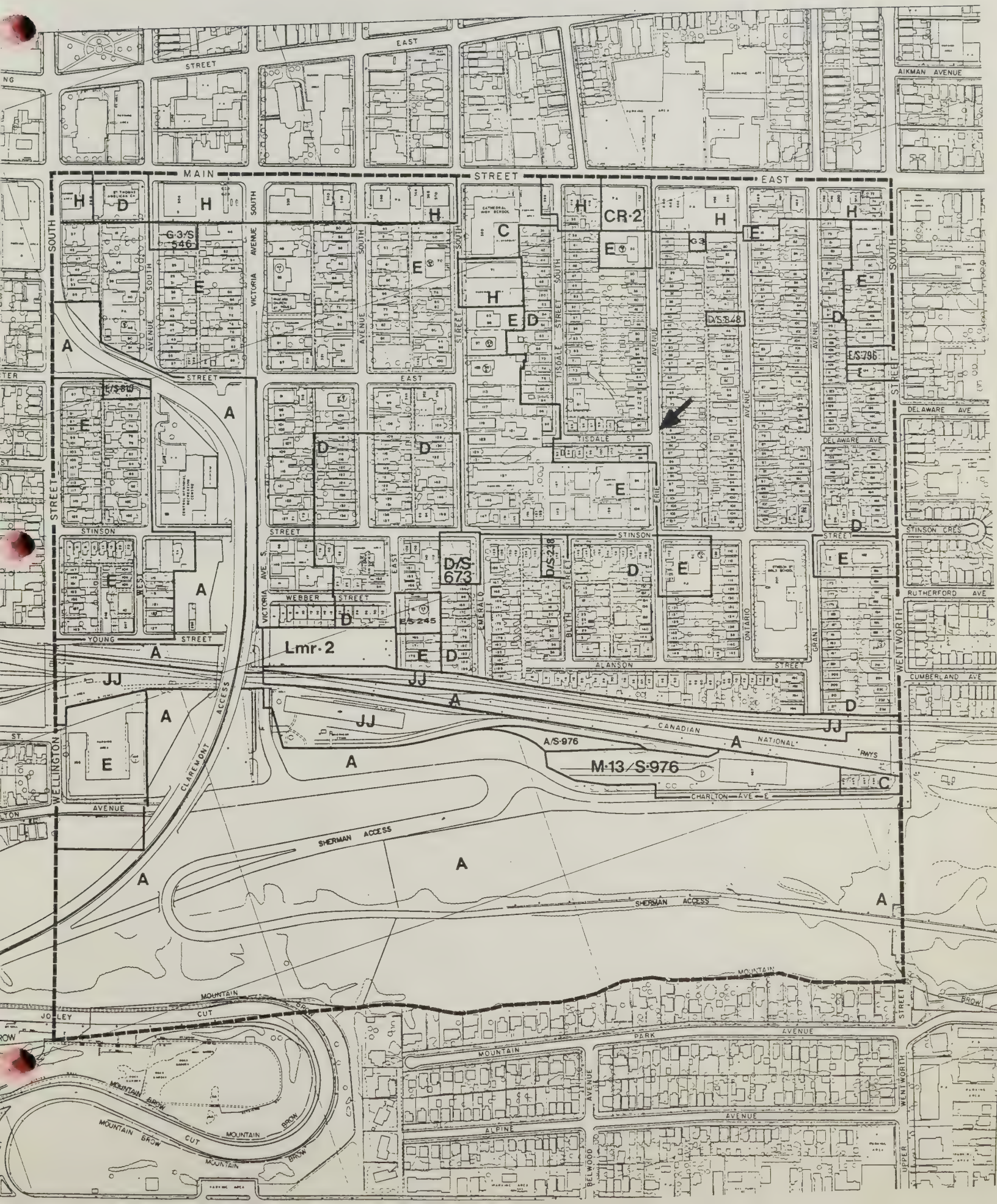
The intersection of Erie and Tisdale is a "T" type intersection, and presently, eastbound traffic on Tisdale is required to stop for northbound and southbound traffic on Erie. The Traffic Department has its usual concerns respecting unwarranted all-way stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental effects, stop signs have no effect on the speed and volume of traffic, and unwarranted stop signs create disrespect by motorists to the extent that the observation of stop signs is deteriorating every year.

As has been documented and reported on many occasions, stop signs are not effective as speed control devices.

In particular, it is improper and possibly hazardous to install stop signs which motorists will ignore. The Police Officer who initiated this proposal, and who apparently initiated the petition, acknowledges that installation of stop signs at this location would result in intentional violations by motorists who realize that this is an inappropriate use of a traffic control device. It is not appropriate to use traffic control devices to attempt to control behavioural problems. The argument that this measure will help to control the problem of prostitution is tenuous at best, and even if "successful", would only relocate the problem to another street or another neighbourhood.

Along with suspected "customers", other motorists would or should be summonsed for disobeying the stop sign, and the intentional creation of enforcement traps by the improper use of traffic control devices is unprofessional and unconscionable, and is not supported by the Traffic Department.

If the Committee decides to approve the stop sign installations, it may be appropriate to do so on the basis that the Police Officer who initiated this action be required to report back to the Committee at the end of six months as to the number of summonses issued for stop sign violations, the address of the vehicle drivers and the effect which this has had on the level of prostitution activities in the neighbourhood.



CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

1(c)

APR 29 1992

TO: Kevin Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: R. W. Chrystian
Manager of Parks
Department of Public Works

OUR FILE: 92.Trillium
PHONE: 546-4334

SUBJECT: Trillium Presentation

DATE: 1992 April 28

As requested by the Chairman of the Transport and Environment Committee, Parks staff will make a brief presentation at the May 4th meeting to update members of the Committee on the 1992 Beautification Program. Details will be provided on the changes resulting from the reduction in current budget, the continued support of Corporate sponsors, promotion of the program, judges seminar and awards evening. An information report is being prepared for distribution to members of the Transport and Environment Committee with copies to all members of Council.


RWC/mc

2.

CONSENT AGENDA

Transport and Environment Committee
Monday, 1992 May 4
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held 1992 April 6

B. DIRECTOR OF TRAFFIC SERVICES

i. **Hamilton Street Railway Company**

- (a) Locke Route - Bus Stop Relocation
- (b) Upper Paradise Route - Detour Bus Routing and Temporary Bus Stops

ii. **Intersection Control**

- (a) Intersection of Osborne Street and Walmer Road
- (b) Intersection of Acadia Drive and Butler Drive
- (c) Intersection of Highridge Avenue and Swan Street - Corner Clearance

iii. **Parking Regulations**

- (a) Aberdeen Avenue between Bay Street South and James Mountain Road
- (b) Leclaire Street
- (c) West Side of Elgin Street, North of Barton Street
- (d) No. 216 Gibson Avenue -
Discharge of Residential Boulevard Parking Agreement
- (e) No. 136 Mountain Park Avenue -
Discharge of Residential Parking Agreement

- (f) No. 9 Hope Avenue -
Discharge of Residential Boulevard Parking Agreement
- (g) No. 514 John Street North - Request to remove a Reserved "Permit Parking" space for a disabled resident
- (h) Apartment Building at No. 47 Duke Street -
Application for a Time Limit Exemption Permit

iv. **School Crossing Guards**

Maplewood Avenue and Springer Avenue

C. **SENIOR DIRECTOR - ROADS DEPARTMENT**

- i. Encroachment Agreements
- ii. Amendment of Encroachment Agreement - 182 Rebecca Street, Hamilton
- iii. 1992 Servicing Expenditures Related to Subdivisions (S78-74 and S703-68)
- iv. 1992 Servicing Expenditures Related to Subdivisions (S806-47)
- v. Annual Overload Permits Traffic By-law Revisions
- vi. Incorporating Certain City Lands into Various Streets By By-law

D. **DIRECTOR OF PROPERTY**

- i. Sale of Part of 877 and 879 Main Street West and Part of 88 Haddon Avenue, Hamilton to the Regional Municipality of Hamilton-Wentworth
- ii. Sale of Land Between 94 and 96 Salem Avenue to Sheila Avery
- iii. City Lands Adjacent to Regional Roads to be Conveyed to the Regional Municipality of Hamilton-Wentworth
- iv. Dedication of Land at the Rear of
614 Stone Church Road East to the City for Roadway Purposes

E. **ACTING DIRECTOR OF PUBLIC WORKS**

Proposed Construction of Sidewalks as Local Improvements on Upper Paradise Road, South of Stone Church Road

Monday, 1992 April 6
9:30 o'clock a.m.
Room 233, City Hall

2(A)

The Transport and Environment Committee met.

Present:

Alderman H. Merling, Chairperson
Alderman V. J. Agro, Vice-Chairperson
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Also Present:

Alderman D. Agostino
Alderman D. Drury
Ms. B. Price, Hamilton Safety Council
Ms. L. Orban, Board of Education
Ms. S. Wilson, Board of Education
Sgt. H. Thorne, Hamilton-Wentworth Regional Police
Mr. J. G. Pavelka, Acting Chief Administrative Officer
Mr. D. Lobo, Acting Director of Public Works
Mr. R. Meiers, Public Works Department
Mr. M. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. M. Watson, Real Estate Division
Mr. E. M. Gill, Senior Director, Roads Department
Ms. J. McNeilly, Public Works Department
Mr. D. Powers, Law Department
Ms. T. Agnello, Acting Secretary

1. CONSENT AGENDA

A. ADOPTION OF MINUTES

The minutes of 1992 March 2 were adopted as amended to include Susan Wilson, Board of Education as present.

B. DIRECTOR OF PROPERTY/DIRECTOR OF TRAFFIC SERVICES

Traffic Operations Centre - Art Work

The Committee was in receipt of a report dated 1992 March 27 from the Director of Property respecting the above-noted matter.

The Committee approved the following recommendation:

That the proposed art work representing clouds on each triangular part of the high roof of the new Traffic Operations Centre at 1375 Upper Ottawa Street, Hamilton be deleted at an estimated savings of \$15,000.00.

C. DIRECTOR OF PROPERTY**i. Offer to Purchase Public Walkway Larch Street to Northgate Avenue**

The Committee was in receipt of a report dated 1992 March 26 from the Director of Property respecting the above-noted matter.

The Committee approved the following recommendation:

That an Offer to Purchase duly executed by Chris J. and Gwen A. Rhora on 1992 March 24, and scheduled to close within sixty (60) days of the enactment and registration of a by-law to stop up, close and sell the public walkway extending from Larch Street to Northgate Avenue, said lands are more particularly described as having a frontage of 3.04 metres (10 feet) more or less, along the northerly limit Larch Street, by a depth of 37.82 metres (124.08 feet) more or less, and comprising a total area of 115.27 square metres (1,240.8 square feet) more or less, designated as Parts 1, 2, 3 and 4 on Registered Plan 62R-8822, be approved and completed and funds derived from this sale of \$1.00 be credited to Account No. CH4X501 00102 (Sale of Lands - Reserve for Property Purchases).

ii. Offer to Purchase Public Walkway Rymal Road to Eaglewood Drive

The Committee was in receipt of a report dated 1992 March 26 from the Director of Property respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That an Offer to Purchase duly executed on 1992 March 2 by Micor Developments Inc. (Michael Corrado, President), and scheduled to close sixty (60) days after the enactment and registration of a by-law to stop up, close and sell the public walkway extending from Rymal Road East to Eaglewood Drive, said lands are more particularly described as having a width of 3.05 metres (10.0 feet) more or less, along the northerly limit of Rymal Road East, by a depth of 42.67 metres (139.99 feet) more or less, comprising a total area of 130.14 square metres (1,400.86 square feet) more or less, being the southerly forty-two point six seven metres (42.67 metres, 139.99 feet) of Block 30, Plan 62M-622, be approved and completed and funds derived from this sale of \$1.00 be credited to Account No. CH4X501 00102 (Sale of Lands - Reserve for Property Purchases).
- (b) That an Offer to Purchase duly executed on 1992 March 3 by Rosa Buonopane, and scheduled for closing sixty (60) days after the enactment and registration of a by-law to stop up, close and sell the public walkway extending from Rymal Road East to Eaglewood Drive, said lands are more particularly described as having a width of 1.52 metres (4.98 feet) more or less along the southerly limit of Eaglewood Drive, by a depth of 30.64 metres (100.52 feet) more or less, and comprising a total area of 46.57 square metres (501 square feet) more or less, being the northerly thirty point six four metres (30.64 metres, 100.52 feet) more or less, of the west half of Block 30, Plan 62M-622, be approved and completed and funds derived from this sale be credited to Account No. CH4X501 00102 (Sale of Lands - Reserve for Property Purchases).
- (c) That an Offer to Purchase duly executed on 1992 March 12 by Margarete Barbara Loeffler, and scheduled to close sixty (60) days after the enactment and registration of a by-law to stop up, close and sell the public walkway extending from Rymal Road East to Eaglewood Drive, said lands are more particularly described as having a width of 1.52 metres (4.98 feet) more or less, along the southerly limit of Eaglewood Drive, by a depth of 30.64 metres (100.52 feet) more or less, comprising a total area of 46.57 square metres (501 square feet) more or less, being the northerly thirty point six four metres (30.64 metres, 100.52 feet) more or less, of the east half of Block 30, Plan 62M-622, be approved and completed and funds derived from this sale of \$1.00 be credited to Account No. CH4X501 00102 (Sale of Lands - Reserve for Property Purchases).

D. DIRECTOR OF TRAFFIC SERVICES**(a) Intersection Control****i. Lister Avenue and Ryckman Street**

The Committee was in receipt of a report dated 1992 March 3 from the Director of Traffic Services respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That southbound traffic on Ryckman Street be required to stop for eastbound and westbound traffic on Lister Avenue; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. Wright Avenue and Clyde Street/Wright Avenue and Leeming Street

The Committee was in receipt of a report dated 1992 March 6 from the Director of Traffic Services respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That northbound traffic on Clyde Street be required to stop for eastbound and westbound traffic on Wright Avenue; and
- (b) That eastbound traffic on Wright Avenue be required to stop for northbound and southbound traffic on Leeming Street; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) Parking Regulations**i. No. 93 Clinton Avenue -
Request for a reserved "Permit Parking" Space for a Handicapped Resident**

The Committee was in receipt of a report dated 1992 March 6 from the Director of Traffic Services respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That a "Permit Parking" regulation be implemented on the north side of Clinton Avenue commencing at a point 310 feet west of Lottridge Street and extending to a point 23 feet westerly therefrom; and
- (b) That the Director of Traffic Services be authorized to issue one parking permit to Janette Ducharme, No. 93 Clinton Avenue; and
- (c) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. Peter Street between Pearl Street North and Ray Street North

The Committee was in receipt of a report dated 1992 March 6 from the Director of Traffic Services respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That a "Three Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on the north side of Peter Street between Pearl Street North and Ray Street North; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

iii. **West Side of Emerald Street North Between Shaw Street and the South End**

The Committee was in receipt of a report dated 1992 March 5 from the Director of Traffic Services respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the west side of Emerald Street North commencing at Shaw Street and extending to a point 99 feet southerly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

iv. **No. 59 Magill Street**

The Committee was in receipt of a report dated 1992 March 2 from the Director of Traffic Services respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That the existing "No Parking" regulation on the west side of Magill Street commencing at a point 372 feet south of Barton Street West and extending to a point 20 feet southerly therefrom be rescinded; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

v. **Hart Place**

The Committee was in receipt of a report dated 1992 February 27 from the Director of Traffic Services respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Hart Place commencing at Crawford Drive and extending to the westerly end of Hart Place; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

vi. **Mary Street Between Cannon and Robert Streets**

The Committee was in receipt of a report dated 1992 February 20 from the Director of Traffic Services respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That unrestricted parking be allowed on both sides of Mary Street between Cannon and Robert Streets in place of the existing "Alternate Side Parking" regulation; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Hamilton Street Railway**

Bayfront/Nash Route - Rerouting and New Bus Stops

The Committee was in receipt of a report dated 1992 March 2 from the Director of Traffic Services respecting the above-noted matter.

The Committee approved the following recommendation:

- i. That in accordance with the request by the Hamilton Street Railway Company:

1. The following new bus route be approved:

Route 4 Bayfront/Nash

Inbound and Outbound - Depew Street from Beach Road to Industrial Drive.

2. the following new bus stops be approved:

Route 4 Bayfront/Nash

Inbound - Depew Street, west side, 86 feet south of south curb line of Industrial Drive (F/S),

Inbound - Depew Street, west side, 30 feet north of the north curb line of Burlington Street East (N/S),

Outbound - Depew Street, east side, 36 feet south of the south curb line of Burlington Street East (N/S),

Inbound - Depew Street, west side, 119 feet north of the north curb line of Gertrude Street (N/S),

Outbound - Depew Street, east side, 141 feet south of the south curb line of Gertrude Street (N/S),

Inbound - Depew Street, west side, 19 feet north of the north curb line of Beach Road (N/S); and

- ii. That the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Main Street West Reconstruction**

The Committee was in receipt of a report dated 1992 March 25 from the Director of Traffic Services respecting the above-noted matter.

The Committee approved the following recommendation:

- (i) That the implementation of the following measures, on a temporary basis during the period of reconstruction of Main Street West, be authorized:

1. install a temporary traffic signal at the intersection of King Street West and Haddon Avenue;

2. permit two lanes to turn from northbound to eastbound from Haddon Avenue to King Street West;
3. prohibit northbound to westbound movements from Haddon Avenue to King Street West;
4. prohibit northbound to northbound movements from Haddon Avenue to Haddon Avenue;
5. prohibit southbound to eastbound movements from Haddon Avenue to King Street West;
6. prohibit eastbound to northbound movements from King Street West to Haddon Avenue; and
7. permit westbound to southbound movements from the second lane from the north curb on King Street at Dalewood Avenue;
8. permit eastbound to southbound movements from in two lanes King Street West to Paradise Road South; and
9. request the Chief of Police to amend the "No Parking" and "No Stopping" signs as required to maintain the orderly flow of traffic.

(ii) That an appropriate by-law be prepared to amend By-law No. 89-72.

E. SENIOR DIRECTOR, ROADS DEPARTMENT

i. Annual Overload Permit L.P. Services

The Committee was in receipt of a report dated 1992 March 27 from the Senior Director, Roads Departments respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That, in accordance with By-law No. 89-72, L.P. Services be given an Annual Overload Permit for the year 1992 for one (1) tractor trailer to travel upon Depew Street, Birge Street, Burland Crescent, Industrial Drive, Burlington Street, Wellington Street, Victoria Avenue and Parkdale Avenue, Hamilton; and
- (b) That 17% of the carrying fee of \$833.00 or \$142.00 be credited to City Account No. 25827011 (Overload Permit Fees) and that 83% or \$691.00 be credited to Regional Account No. 46025 301502.

ii. Incorporating Certain City Lands into Various Streets By By-law

The Committee was in receipt of a report dated 1992 March 27 from the Senior Director, Roads Departments respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That the following City lands be incorporated into the City streets listed below:

Goulding Avenue	Reserve "E"	Registered Plan No. 1308
Kelly Street	Part 9	Plan 62R-12040
Elgin Street	Part 4	Plan 62R-12040
Acadia Drive	Parts 18 and 19	Plan 62R-10529

- (b) That the by-law to carry out the incorporation of the said lands into the foregoing streets be enacted by City Council.

iii. **Return of Lands Acquired in a Land Severance to the Former Owner**

The Committee was in receipt of a report dated 1992 February 20 from the Senior Director, Roads Departments respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That approval be given to transfer Parts 3 and 4 on Plan 62R-10628 located in front of No. 116 and No. 112 Chesley Street, Hamilton to the former owner for \$1.00, as these lands conveyed to the City for road widening purposes through severance, are no longer required.
- (b) That the Director of Property be authorized and directed to prepare the necessary Offer(s) of Purchase and Sale.
- (c) That the City Solicitor be authorized and directed to prepare the deed or deeds conveying the aforementioned parts from the City to the owner(s) of Parts 1 and 2 on Plan 62R-10628.

iv. **1992 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1992 March 26 from the Senior Director, Roads Departments respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That the submitted schedule of works be adopted for inclusion in the Subdivision Agreements with the Owner for the estimated cost of services in:

"ORCHARD PARK ESTATES ADDITION", Hamilton

City's Share - \$4,175.00 Subdivider's Share - \$35,083.00

- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner of "Orchard Park Estates Addition" subdivision.
- (c) That approval of the above clauses be subject to the condition that no work be commenced until the Final Plans and Subdivision Agreements have been registered.
- (d) That in the event the Subdivider wishes to proceed prior to the registration of the Final Plan and Subdivision Agreements, they should be allowed to do so at their own risk provided they enter into a standard agreement for pre-servicing.
- (e) That the City's Share of the cost of services in "Orchard Park Estates Addition" (\$4,175.00) be approved, and that the Finance and Administration Committee recommend the source of funding for this project.
- (f) That the Final Plan of Subdivision for "Orchard Park Estates Addition" not be released for registration until the Final Plan for "Harbottle Estates" has been registered.

v. **1992 Maintenance Costs for Automatic Protection at Level Crossings**

The Committee was in receipt of a report dated 1992 March 27 from the Senior Director, Roads Departments respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That the Commissioner of Transportation/Environmental Services be authorized and directed to issue purchase orders, on behalf of the City of Hamilton, for maintenance costs for automatic protection at level crossings, as follows:

CN Rail	-	\$61,900.00
CP Rail	-	\$95,000.00

- (b) That the expenditures be charged to Account No. CH57408 52010.

F. **CITY SOLICITOR**i. **Rescind Alley Closure - 145 - 147 Grant Avenue**

The Committee was in receipt of a report dated 1992 March 6 from the City Solicitor respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That authority to apply to the Ontario Court (General Division) for a Judge's Order to close a portion of the east-west alley in the block bounded by Delaware Avenue, Stinson Street, Wentworth Street and Grant Avenue, be rescinded.
- (b) That the City Solicitor be authorized to have the Court Application No. 31059/91 for the said closure dismissed.
- (c) That the Regional Municipality of Hamilton-Wentworth be informed that the application for Judge's Order to approve this closure will not proceed.

ii. **Local Improvement Charges for Construction of Roads, Curbs, Sidewalks**

The Committee was in receipt of a report dated 1992 March 11 from the City Solicitor respecting the above-noted matter.

The Committee approved the following recommendation:

That the appropriate by-law respecting local improvement charges for the construction of roads, curbs, sidewalks and alleys be enacted by City Council.

iii. **Bylaw to Authorize the Construction of Local Improvements of Concrete Sidewalks on the East Side of Upper Paradise Road adjacent to St. Thomas More School, 1045 Upper Paradise Road - \$10,718.79.**

The Committee was in receipt of a report dated 1992 March 6 from the Director of Traffic Services respecting the above-noted matter.

The Committee approved the following recommendation:

That City council enact the by-law to authorize the construction of local improvements of a concrete sidewalk on the east side of Upper Paradise road adjacent to St. Thomas More School, 1045 Upper Paradise Road.

G. ACTING DIRECTOR OF PUBLIC WORKS**i. Ministry of Transportation of Ontario
Request for Noise Control By-law No. 79-292 Exemption - Queen Elizabeth Highway**

The Committee was in receipt of a report dated 1992 March 31 from the Acting Director of Public Works respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That approval be granted to the request from the Ministry of Transportation of Ontario for an exemption from Noise By-law No. 79-292 during the widening of the Queen Elizabeth Way between Highway 20 to Pinelands Avenue.
- (b) That the Noise Control Officer for the City of Hamilton in conjunction with the Ministry of Transportation of Ontario monitor and investigate all noise complaints that arise during the widening of the Queen Elizabeth Way.

**ii. Proposed Construction of Sidewalks, Curbs and Roadways as
Local Improvements on Beaverton Avenue and Acadia Drive**

The Committee was in receipt of a report dated 1992 March 6 from the Acting Director of Public Works respecting the above-noted matter.

The Committee approved the following recommendation:

Upon the recommendation of Mr. Reg Meiers, the Committee deleted Section iii. of the recommendation regarding Acadia Drive from Beaverton Avenue to approximately 53 metres southerly because the contractor will be responsible for these works.

The Committee approved the recommendation of the Acting Director Public works in a report dated 1992 March 26 as amended and recommended to Council as follows:

- (a) That, as provided for in the 1992 portion of the 1992 - 1996 Capital Budget, the construction of the following projects proceed as local improvements pursuant to Section 12 of the Local Improvement Act:
 - i. Beaverton Avenue from Upper Sherman Avenue to Acadia Drive (north side only) - sidewalks and curbs at an estimated gross cost of twenty-three thousand, four hundred dollars (\$23,400.00), City's share (Nil), Owner's Share (\$23,400.00).
 - ii. Beaverton Avenue from Upper Sherman Avenue to Acadia Drive - roadway only at an estimated gross cost of one hundred and thirteen thousand, one hundred dollars (\$113,100.00), City's Share (\$31,691.62), Owner's Share (\$81,408.38).
 - iii. Acadia Drive from Butler Drive to approximately 50 metres southerly (west side only) - sidewalks and curbs at an estimated gross cost of seven thousand, five hundred dollars (\$7,500.00), City's Share (\$650.00), Owner's Share (\$6,850.00).
 - iv. Acadia Drive from Butler Drive to approximately 50 metres southerly - roadway only at an estimated gross cost of twenty-two thousand, five hundred dollars (\$22,500.00), City's Share (\$2,430.00), Owner's Share (\$20,070.00).
 - v. Acadia Drive from approximately 128 metres south of Butler Drive to approximately 77 metres southerly (west side only) - sidewalks only at an estimated gross cost of nine thousand, two hundred dollars (\$9,200.00), City's Share (\$3,040.00), Owner's Share (\$6,160.00).

- (b) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,
- (c) That the Senior Director of Roads be authorized to construct these works on behalf of the City once all of the necessary approvals have been received; and,
- (d) That the City Clerk and Acting City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works.

iii. **Proposed construction of a Combined concrete Sidewalk and Curb on the South Side of Carling Street from Macklin Street to Approximately 98 Metres Easterly**

The Committee was in receipt of a report dated 1992 March 26 from the Senior Director, Roads Departments respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That the construction of a combined concrete sidewalk and curb on the south side of Carling Street from Macklin Street to approximately 98 metres easterly proceed as a local improvement pursuant to Section 11 of the Local Improvement Act at an estimated gross cost of seventeen thousand, five hundred dollars (\$17,500.00) as provided in the 1992 portion of the 1992 - 1996 Capital Budget with a City's Share of (\$7,274.32) and an Owner's Share of (\$10,225.68); and,
- (b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project; and,
- (c) That the Acting Director of Public Works be authorized to construct these works once all of the necessary approvals have been received.

H. **MANAGER OF PURCHASING**

i. **Supply and Delivery of Sign Blanks During 1992**

The Committee was in receipt of a report dated 1992 March 27 from the Manger of Purchasing respecting the above-noted matter.

The Committee approved the following recommendation:

That a purchase order be issued to Provincial Traffic Signs (Ontario) Ltd., Port Perry, in the amount of \$112,423.46 including taxes, for the supply and delivery of Sign Blanks during 1992, being the lowest of three tenders received, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, and that this expenditure be financed through Traffic Sign Materials Account No. 56154 75999.

ii. **Collection of Bulk Garbage, Five Year Term Ending 1997**

The Committee was in receipt of a report dated 1992 March 4 from the Manager of Purchasing respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That, upon receipt of Ontario Municipal Board approval, a purchase order be issued to Disposal Management of Canada Inc., Hamilton in the amount of \$155,150.00 per year, including GST, for a five year term, being the lowest of eight proposals received for the Collection of Bulk Garbage in accordance with specifications issued by the Manager of Purchasing and Vendor's proposal.

- (b) That the City Solicitor be authorized to obtain Ontario Municipal Board approval of the awarding of this contract as it exceeds the term of this present Council.
- (c) That a contract be entered into satisfactory to the City Solicitor.
- (d) That this expenditure be financed through Garbage Collection Account No. CH60301 56319.
- (e) As Ontario Municipal Board approval process should commence as soon as possible and there is only one Committee meeting this month, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Chairman, the Chief Administrative Officer and that any action taken under this provision to be reported to the next regular meeting of City Council".

2. DIRECTOR OF PROPERTY/ACTING DIRECTOR OF PUBLIC WORKS

Crown Point West/Stipeley P.R.I.D.E. Programme; Glendale Spinning Mills

The Committee was in receipt of a report dated 1992 March 26 from the Director of Property and Acting Director of Public Works respecting the above-noted matter.

The Committee resolved to recommend to Council as follows:

- (a) That the report of the Director of Property and Acting Director of Public Works dated 1992 March 26, regarding Crown Point West/Stipeley P.R.I.D.E. Programme; Glendale Spinning Mills with respect to the sale of the road allowance (Belview Avenue) to Glendale Spinning Mills for \$1.00, be adopted; and
- (b) That staff be authorized and directed to take appropriate action to close the roadway.

3. SENIOR DIRECTOR - ROADS DEPARTMENT

Mountable Curbs in Subdivisions

The Committee was in receipt of a report dated 1992 March 31 from the Senior Director, Roads Department respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That barrier type curbs as shown in, "RHS 303 - Independent Curb and Concrete Walk" be used with a 1.0 metre boulevard in all new subdivisions in the City of Hamilton where Engineering Schedules are approved following the adoption of this resolution.
- (b) That in those cases where it is not practical or acceptable to construct Barrier Curbs and Independent Sidewalks, the Developer/Subdivider be instructed to construct Mountable Curbs with Combined Sidewalks in order to match existing conditions.
- (c) That driveway aprons between curb and sidewalk being constructed in conjunction with Independent Curbs and Sidewalks be constructed with concrete material only, at the expense of the Subdivider/Developer.

- (d) That the use of, "RHS 307 Mountable Curb and Gutter" no longer be permitted in the City of Hamilton except where approved by the City Engineer.
- (e) That in those cases where Engineering Schedules have previously been approved with Mountable Curbs and Combined Sidewalks, and the Developer/Subdivider has registered and/or signed the Subdivision Agreement, but where sidewalks and curbs have not been constructed, the requirement for the installation of Independent Curbs and Sidewalks as opposed to Mountable Curbs with Combined Sidewalks be pursued on a case by case basis.

4. DIRECTOR OF TRAFFIC SERVICES

i. **Transfer of Overnight Parking Enforcement and Towing Functions from the Regional Police Department to the Traffic Department**

The Committee was in receipt of a report dated 1992 March 23 from the Director of Traffic Services respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That in accordance with the Regional Municipality of Hamilton-Wentworth Police Services Board's request, the City agree to assume overnight parking enforcement and tow away functions within the City of Hamilton; and
- (b) That four additional Parking Control Officers be approved, effective 1992 May 1, and that these additional positions be funded by revenue increases; and
- (c) That the Traffic and Law Departments be directed to investigate and report back on the feasibility of establishing a tow away charge to cover the City's cost for the tow away of abandoned vehicles.

*Alderman Agro is recorded as opposed.

ii. **Easterly Intersection of Columbia Drive and Bendamere Avenue - Request for a School Crossing Guard/Parking Regulations**

The Committee was in receipt of a report dated 1992 April 1 from the Director of Traffic Services respecting the above-noted matter.

Alderman D'Amico advised that the report was satisfactory.

The Committee approved the following recommendation:

- (a) That a "No Stopping" regulation be implemented on the west side of Columbia Drive, commencing at the easterly intersection of Bendamere Avenue and extending to a point 76 feet northerly therefrom; and
- (b) That a "No Stopping" regulation be implemented on the west side of Columbia Drive, commencing at the easterly intersection of Bendamere Avenue and extending to a point 52 feet southerly therefrom; and
- (c) That the existing 178 foot "No Stopping" regulation, implemented by order of the Chief of Police, on the south side of Bendamere Avenue, west of the easterly intersection of Columbia Drive, be shortened, such that the regulation commences at Columbia Drive and extends to a point 100 feet westerly therefrom; and

- (d) That the existing "No Stopping, School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Bendamere Avenue which commences at a point 50 feet west of the easterly intersection of Columbia Drive and extends to a point 80 feet westerly therefrom, be shortened, such that the regulation commences 100 feet west of the easterly intersection of Columbia Drive and extends to a point 40 feet westerly therefrom; and
- (e) That the Traffic Department be directed to paint a crosswalk on the north side of Columbia Drive at the easterly intersection of Bendamere Avenue; and
- (f) That a School Crossing Guard not be assigned to the easterly intersection of Columbia Drive and Bendamere Avenue; and
- (g) That the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Present Status of the School Crossing Program**

Murray Main gave a brief overview of the interim report before the Committee which was requested at a previous meeting.

Alderman Jackson advised that the Ministry of Transport of Ontario is presently in the process of conducting a school crossing guard study. Hamilton is not one of the cities to be studied.

Sgt. Thorne advised that the report is to be presented at the Ontario Traffic Conference in Pembroke on 1992 May 31.

Alderman Eisenberger was concerned about the educational program and felt that children should be learning traffic rules at school through safety education.

After brief discussion, the Committee moved to receive the report of the Director of Traffic Services dated 1992 April 1.

5. **ACTING DIRECTOR OF PUBLIC WORKS**

1992 Proposed Road and Sidewalk Capital Improvement Programme: Revised

Reg Meiers outlined the changes to the original program as follows:

- (a) Sidewalks on King Street from Main Street to Cochrane changed to Sidewalks on King Street from Main Street to Keswick
- (b) Whitney, Lower Horning to Main Street: no roadwork, sewers only
- (c) Sidewalks on Bond from King Street to Main Street: delayed to 1993.

From these changes, 1.6 million dollars will be saved which will be used on supplementary projects as follows:

James Street from Dundurn to West End	-	sidewalk
Adair Avenue from Central to Lucerne	-	road and sidewalk
Emerson Avenue from Ainslie to South End	-	sidewalk reconstruction
Fieldway Drive from Cardinal to East End	-	road and sidewalk
Julian Avenue from Britannia to Roxborough	-	road and sidewalk
Maple Avenue from King to Ottawa	-	road and sidewalk
Montrose Avenue from Kimberly to Rosedale	-	road and sidewalk
Cottrill Street from Main to Sanders	-	road and sidewalk
Duncombe Drive to East 16th to Holt	-	road and sidewalk
Malta Drive from Montrose to Dunkirk	-	road and sidewalk

Ted Gill advised that the City program reflects some regional contracts and projects.

Doug Lobo explained that there has already been a savings of 180 thousand dollars for projects which have already been awarded.

In response to a question from Alderman Agostino, the Chairperson advised that a status report on the project would be brought forward to the Transport and Environment Committee at the end of June 1992 at which time it will be determined where surplus money, if any, will be allocated.

Alderman Morelli declared a conflict with regard to construction of Roads and Curbs on Dofasco Road from Beach Road to Kenilworth Avenue by virtue of owning shares in the company.

As recommended by the Acting Director of Public works in a report dated 1992 April 6, the Committee recommended to Council as follows:

The Committee approved the following recommendation:

- (a) That the proposed 1992 Road and Sidewalk Capital Improvement Programme in the amount of seven million, eight hundred and twenty thousand dollars (\$7,820,000.00) be approved; and
- (b) That the Commissioner of Transportation/Environmental Services be authorized to undertake the works on behalf of the City of Hamilton once all necessary approvals have been received.
- (c) That Whitney Avenue between Lower Horning Road and Main Street be included in the 1993 Reconstruction Programme (sidewalk and roadway reconstruction) in conjunction with the Region's proposed sewer work.

6. **DELEGATIONS**

- (a) **Proposal to Stop-up, Closure and Sell the Public Walkway in the Eleanor Neighbourhood between 531 and 535 Eaglewood Rive, being all of Block 30, Plan 62M-622**

The Committee was in receipt of a report dated 1992 March 27 from the Senior Director, Roads Department respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That the following City lands be closed, stopped-up and sold as noted below:

Public Walkway	Block 30, Plan 62M-622
----------------	------------------------
- (b) That the by-law to carry out the closing, stopping-up and selling of the foregoing be enacted by City Council.
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

(b) **Illegal Dumping on C.P. Rail Property - Mr. R. J. Pelland**

Bob Pelland and Eric Sheppard, investigator, of C.P. Rail were present to discuss illegal dumping.

Mr. Pelland advised that the Rail Company is find it difficult to keep the lines right of ways clear due to excessive dumping. The Company cannot keep up with the orders issued by the City of Hamilton and he is seeking assistance to keep the areas clean.

In 1991, C.N. Rail paid 1.2 million dollars in taxes to the City and paid several thousand trying to keep the Right of Ways' clear. He sited several examples of areas which have been cleared and are now again a mess.

He requested the following:

- (a) that the City By-law enforcement officers help in catching dumpers
- (b) that the City help with disposal by picking up the debris at rail intersections by pre-arrangement with the Public Works Department (as is presently done with brush).
- (c) that the City give Mr. Sheppard the authority to act as by-law enforcement officer on Rail lands only.
- (d) that the City investigate an advertising campaign to educate people regarding means of disposal within the City.

Following brief discussion, the Committee resolved that the Acting Chief Administrative Officer and the Acting Director of Public Works meet with representatives of C.P. Rail and bring forward at two Transport and Environment Committee meetings from now a report with recommendations for solutions to the dumping problem.

7. **CITY CLERK**

Citizen Appointments - Pedestrian Safety Advisory Sub-Committee

The Committee was in receipt of a report from the city Clerk dated 1992 March 31.

The Committee resolved to appoint Alderman H. Merling and Alderman M. Kiss as a team to interview and recommend to the Committee the appointments which are to sit on the Sub-Committee.

8. **SECRETARY - TRANSPORT AND ENVIRONMENT COMMITTEE**

Air and Waste Management Association 1992 Spring Conference 1992 April 26 to April 29, Toronto, Ontario

The Committee was in receipt of a report dated 1992 March 23 from the Secretary, Transport and Environment Committee respecting the above-noted matter.

The Committee approved the following recommendation:

- (a) That the Chairperson or his designate be authorized to attend the Air and Waste Management Association 1992 Spring Conference to take place on 1992 April 26 to April 29, Toronto, Ontario.
- (b) That costs associated with attending this conference be charged to Aldermen Travel Account No. CH55201 10010.

9. ALDERMAN V. J. AGRO**Norris Transport Ltd., 120 Ferrie Street East**

Alderman Agro explained that the situation is that of an active transport company in a residential area which causes many inconveniences to the neighbourhood including noise, traffic and safety hazards. He suggested that the industry be relocated or that some of the homes be purchased by the City in order to create a buffer zone. He cited examples approximately 18 years ago when the City had a policy for relocation of industry out of residential areas. Hamilton Baking Company which was located on Ferguson Avenue is an example.

Alderman Merling advised that the policy is still on books and that the funds and the responsibility for the program have since been transferred to the Region.

Aldermen Morelli, Jackson, Eisenberger and Wilson were in agreement that long term solutions should be sought and that this should not be a piecemeal solution.

After some discussion, the Committee resolved as follows:

- (a) That the Planning Department and Property Department investigate the feasibility and procedure and costs of relocating Norris Transport Ltd., 120 Ferrie Street East from its present location, and that a report be brought back to Committee; and
- (b) That staff be directed to revisit the City policy regarding relocation of industries in general and that any Regional programs regarding the same are reviewed and that a recommendation regarding the status of these and direction as to how the Committee may proceed on them be brought back to Committee in a report.

10. OTHER BUSINESS**Crossing Guard Program**

Ms. Orban requested to speak on the Crossing Guard issue. In response from a question from Ms. Orban, Mr. Main advised that the approach to be taken will be performance oriented; to see what the gaps are in crossings and how children are reacting to them.

11. ADJOURNMENT

There being no further business, the Committee meeting adjourned.

Respectfully Submitted,

ALDERMAN H. MERLING, CHAIRPERSON
TRANSPORT AND ENVIRONMENT COMMITTEE

Tina Agnello, Acting Secretary

1992 April 6

CITY OF HAMILTON

- RECOMMENDATION -

2(B)(i)(a)

DATE: 1992 April 02

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

APR 24 1992

CITY CLERKS

SUBJECT:

Locke Route - Bus Stop Relocation. (TEC-54-92)

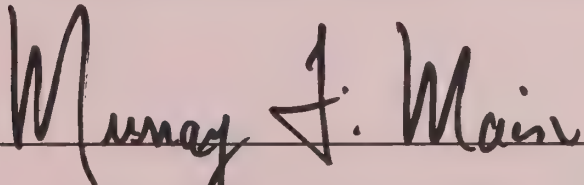
RECOMMENDATION:

- a) That in accordance with the request by the Hamilton Street Railway Company, the following bus stop be removed:

Route 7 Locke - Outbound

- delete - Locke Street South east side, 49 feet south of Tuckett Street (N/S)

- b) That the City Traffic By-law 89-72 be amended accordingly.



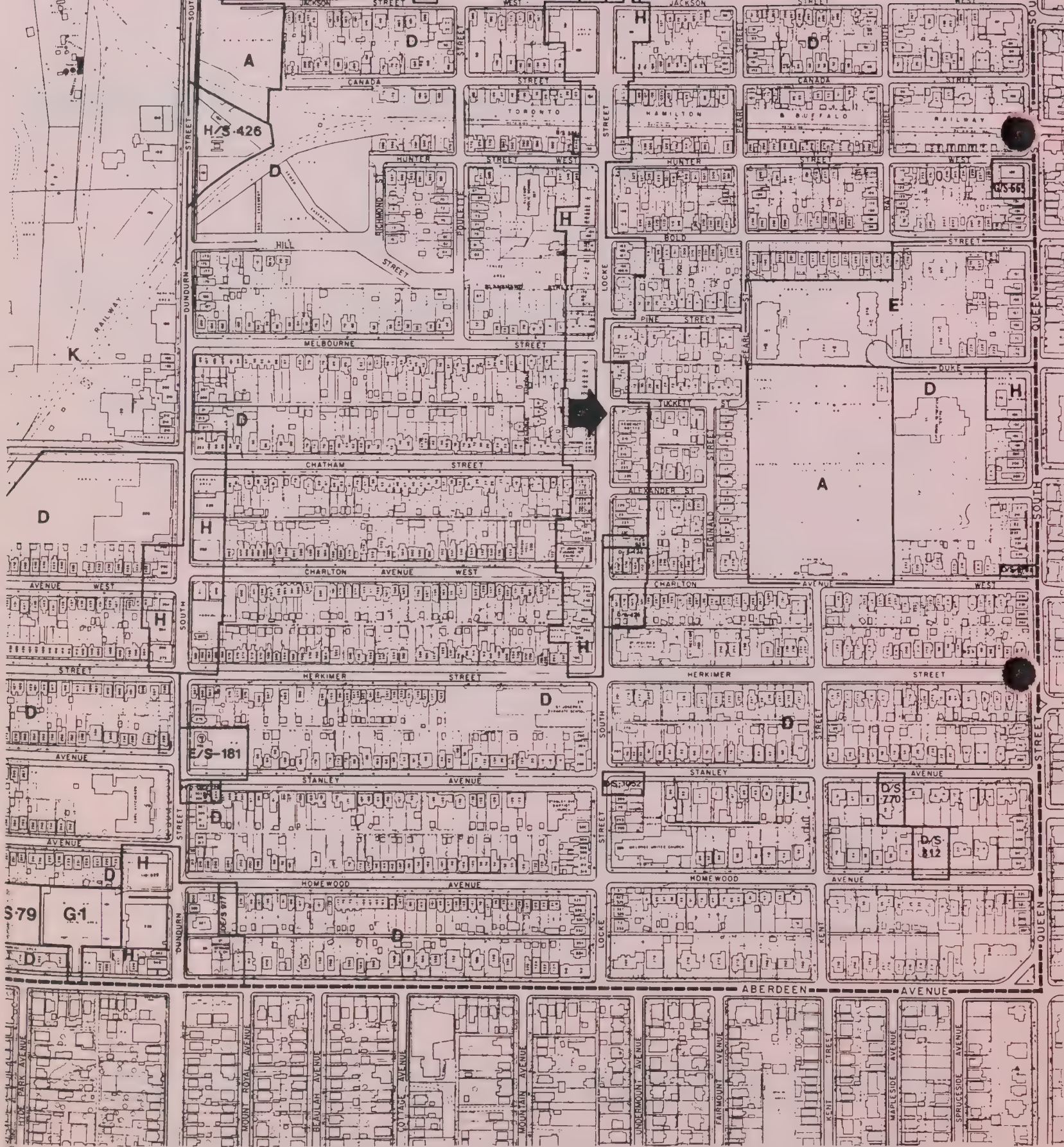
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Traffic Department has received a request from the Hamilton Street Railway Company for permission to remove the near-side bus stop on Locke Street South at Tuckett Street.

The proposed bus stop removal is satisfactory from a traffic point of view. The removal of the bus stop and the accompanying "No Stopping" regulation will result in the restoration of three on-street parking spaces and these spaces could be controlled by a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation which presently controls the remainder of the block. Therefore, the Traffic Department concurs with this request.



135	127	21
136	92	41
26	93	41

CITY OF HAMILTON

KIRKENDALL NORTH

ZONING

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department

Neighbourhood Boundary

0

100m

2(B)(i)(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 24

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

APR 24 1992

.....
CITY CLERKS

SUBJECT:

Upper Paradise Route - City of Hamilton - Detour Bus Routing and Temporary Bus Stops.
(TEC-71-92)

RECOMMENDATION:

That in accordance with the request by the Hamilton Street Railway Company:

- (i) the following temporary bus route be approved:

Route 34 Upper Paradise

Inbound/Outbound - Upper Horning, Mohawk Road to Golflinks

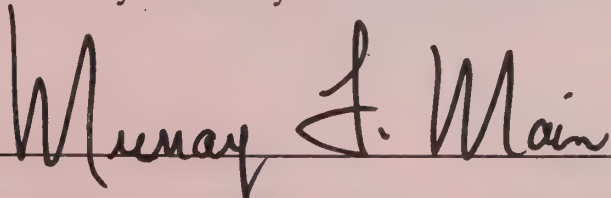
- (ii) the following temporary bus stops be approved:

Outbound - Upper Horning Road, west side, 82 feet south of the south curb line of Mohawk Road (F/S); and

Outbound - Upper Horning Road, west side, 48 feet north of the north curb line of Golflinks Road (F/S); and

Outbound - Upper Horning Road, east side, 156 feet north of the centre of Golflinks Road (M/B); and

That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

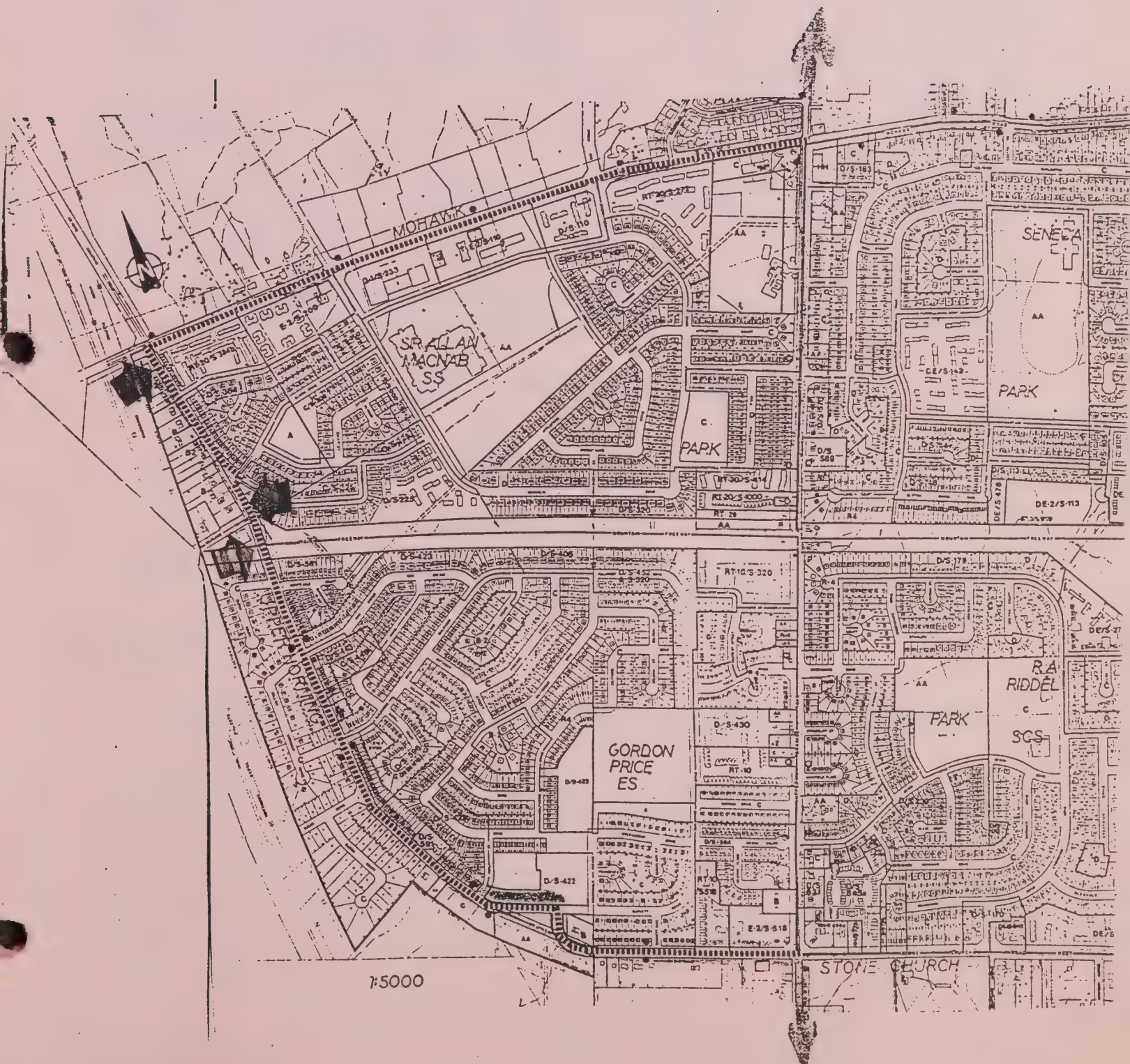
N/A

BACKGROUND:

The Traffic Department has received a request from the Hamilton Street Railway Company for permission to temporarily operate buses on a section of Upper Horning and to establish temporary bus stops on Upper Horning and on Upper Paradise.

Upper Horning is being used as a detour route for buses since Upper Paradise has been closed until September due to construction at the expressway right-of-way between Mohawk and Stone Church. The requested temporary routing and bus stops are satisfactory from a traffic point of view. There will be no loss of any on-street parking since the bus stops will be located in an area presently signed "No Parking" or "No Stopping". Therefore, the Traffic Department concurs with this request and recommends that the approved bus route and stops be in effect only until the completion of the construction.

UPPER PARADISE DETOUR ROUTE



CITY OF HAMILTON

- RECOMMENDATION -

2(B)(ii)(a)

DATE: 1992 April 07

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

APR 24 1992

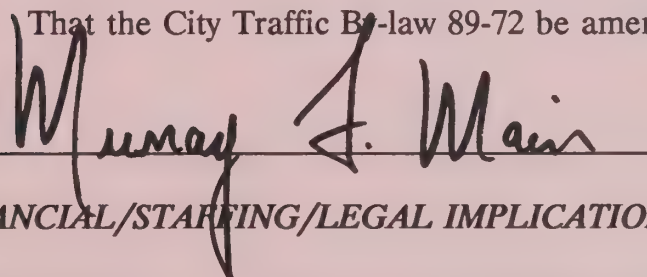
CITY CLERKS

SUBJECT:

Intersection of Osborne Street and Walmer Road - Intersection Control. (TEC-58-92)

RECOMMENDATION:

- a) That northbound traffic on Osborne Street be required to stop for eastbound and westbound traffic on Walmer Road; and
- b) That the City Traffic By-law 89-72 be amended accordingly.


Murray F. Main

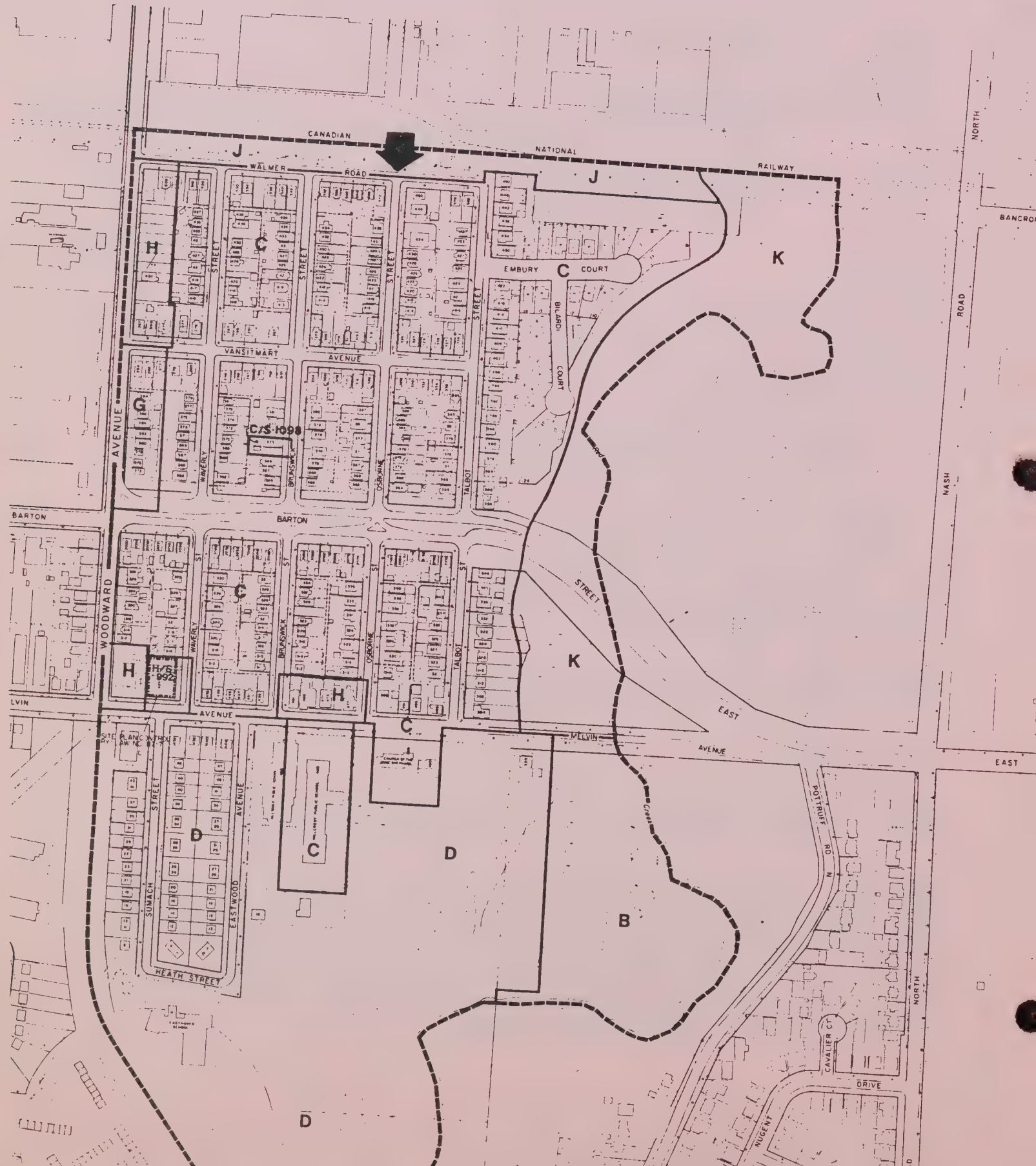
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Michelle Beamer, 572 Walmer Road, that stop control be implemented at the intersection of Osborne and Walmer.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection in the past seven years. This is an excellent collision record for this type of intersection. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign on the stem of this "T" type intersection such that northbound traffic on Osborne would be required to stop for eastbound and westbound traffic on Walmer.



2(b)(ii)(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 14
REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

APR 24 1992

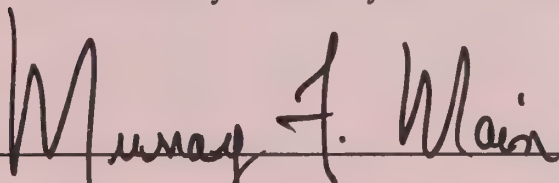
CITY CLERKS

SUBJECT:

Intersection of Acadia Drive and Butler Drive - Intersection Control. (TEC-65-92)

RECOMMENDATION:

- a) That eastbound traffic on Butler Drive be required to stop for northbound and southbound traffic on Acadia Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



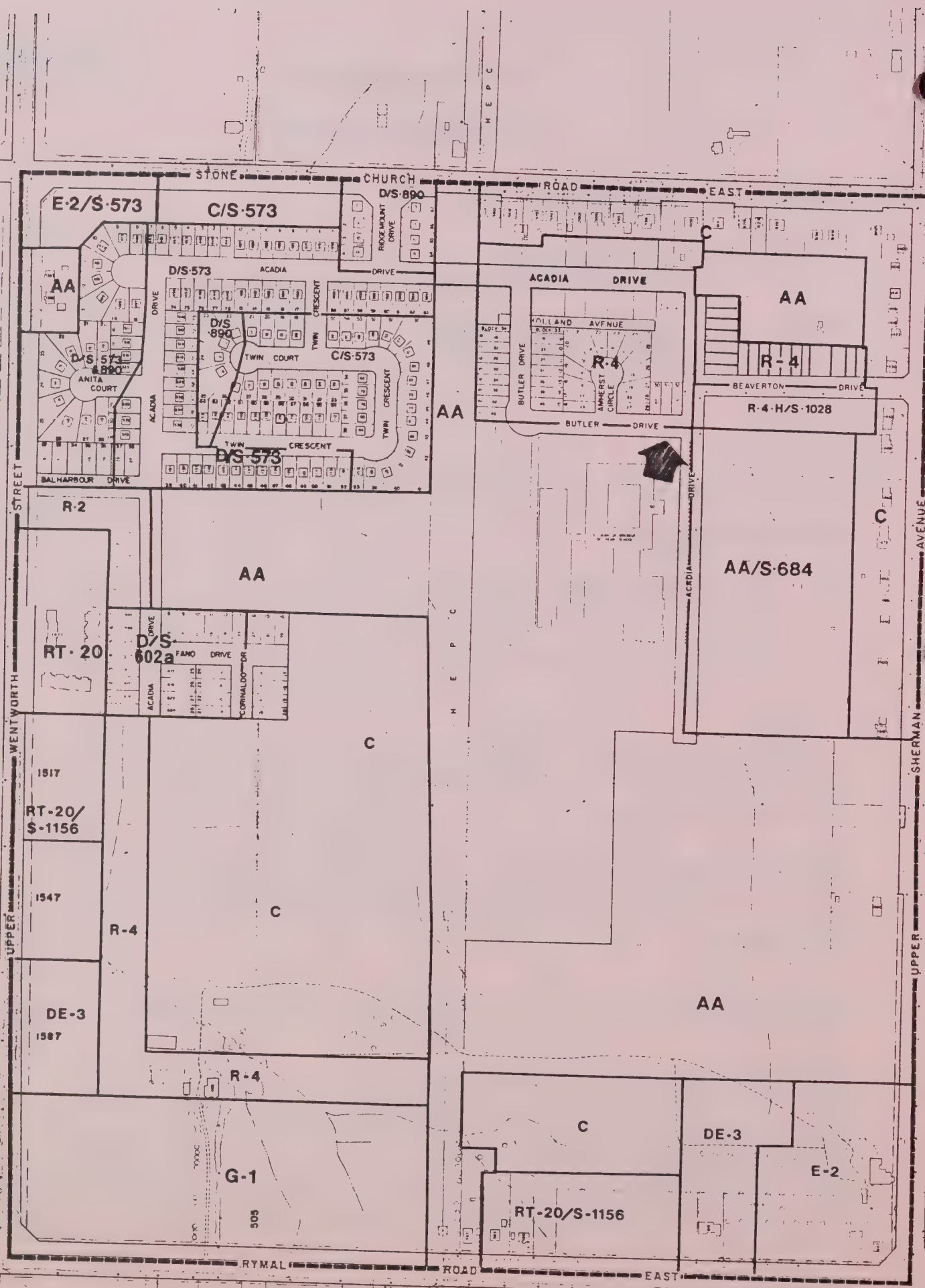
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from an area resident that stop control be implemented at the intersection of Acadia and Butler.

The subject intersection of a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there has been only one reported collision at this intersection since its construction. Therefore, there is no compelling reason to implement stop control. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department concurs with the request for stop control such that eastbound traffic on Butler would be required to stop for northbound and southbound traffic on Acadia.



2(BXii)(c)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 March 31

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

APR 24 1992

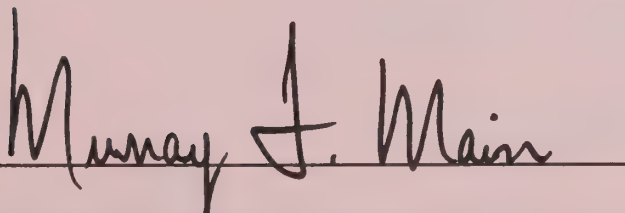
CITY CLERKS

SUBJECT:

Intersection of Highridge Avenue and Swan Street - Corner Clearance. [TEC-53-92]

RECOMMENDATION:

- a) That the existing "No Stopping" regulation on the east side of Highridge Avenue which commences at Swan Street and extends to a point 59 feet northerly therefrom be shortened, such that the regulation commences at Swan Street and extends to a point 34 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

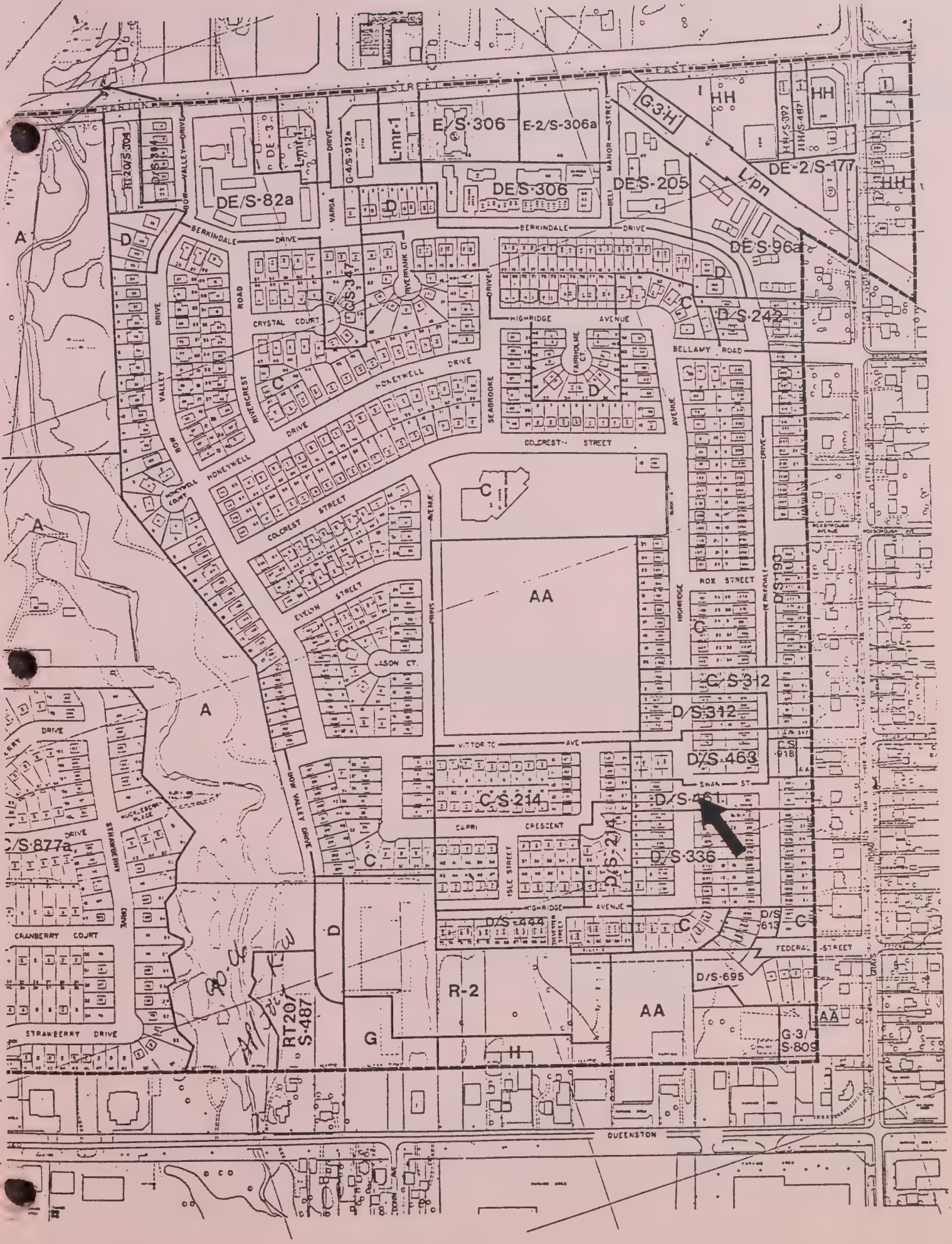
Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of relocating the subject sign.

BACKGROUND:

City Council at its meeting held 1992 January 14, approved a request to implement corner clearances on the east side of Highridge, north and south of Swan, to improve visibility for westbound motorists attempting to enter the intersection. The "No Stopping" signs were

erected shortly thereafter. However, Alderman Dominic Agostino and the resident on the north east corner of this intersection recently contacted the Traffic Department to request that the regulation be shortened in order to restore one on-street parking space directly in front of her home.

An investigation has revealed that the regulation could be shortened by 25 feet while still providing adequate visibility for westbound motorists on Swan attempting to enter Highridge. Therefore, since there has not been a documented collision problem at this intersection, the Traffic Department has no serious objection to this request.



2(BXiii)6)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 14

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

APR 24 1992

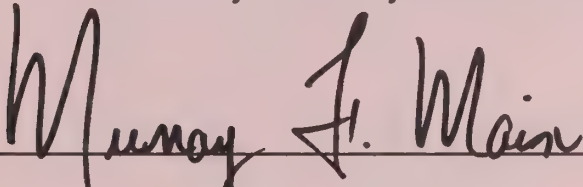
CITY CLERKS

SUBJECT:

Aberdeen Avenue between Bay Street South and James Mountain Road - Parking Regulations. (TEC-67-92)

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Aberdeen Avenue commencing at a point 235 feet west of James Mountain Road and extending to Bay Street South; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



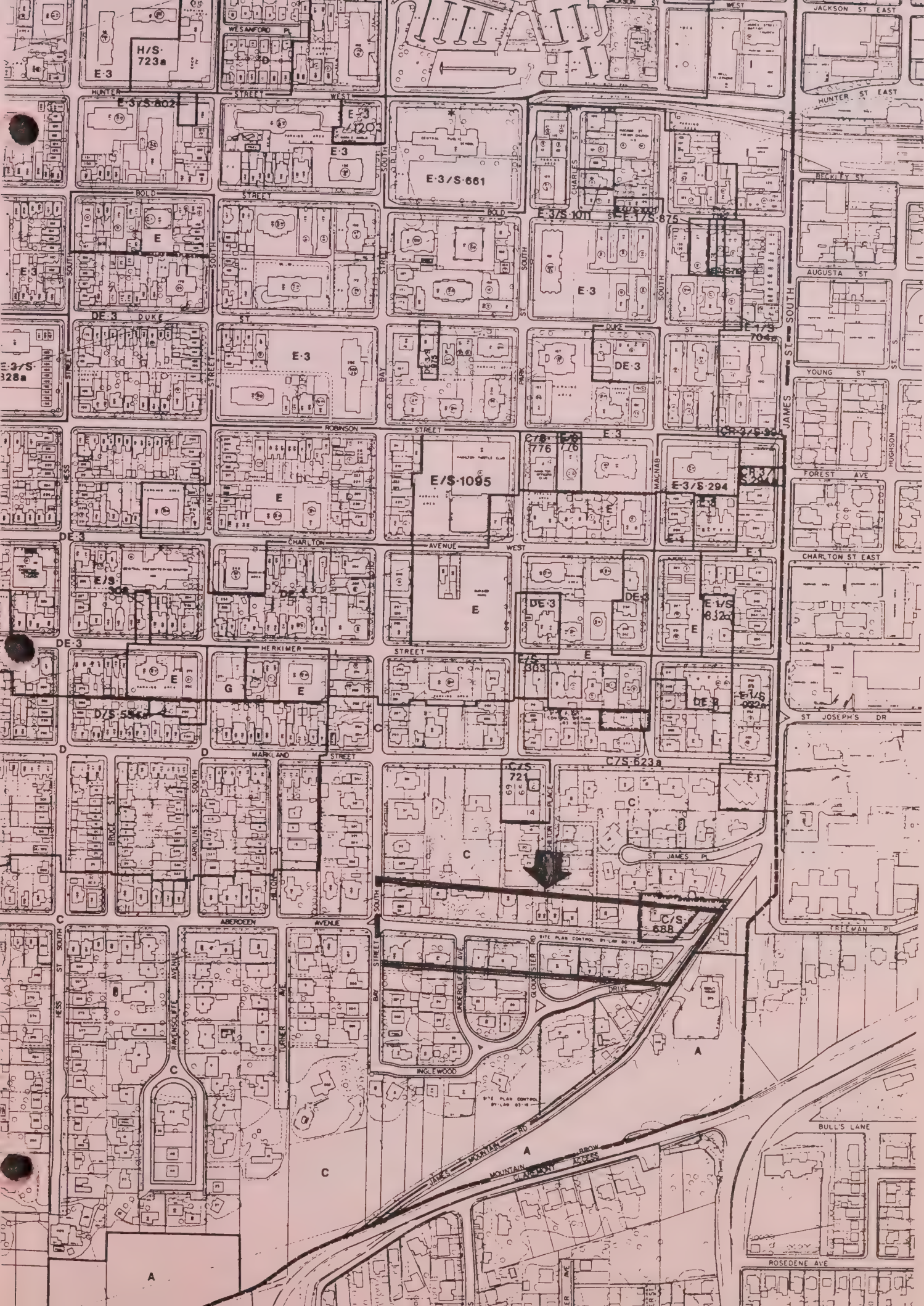
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 12 of the 19 one, two and three family dwellings abutting Aberdeen between Bay and James Mountain, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of the street in this area. The Traffic Department has been able to contact one additional resident who has advised that she is in favour of the requested regulation.

Aberdeen has a 28 foot pavement width, and presently, parking is prohibited on the south side and there is unrestricted free parking on the north side of the street. The resident who circulated the petition has expressed concerns with long-term non-resident parking by employees of St. Joseph's Hospital. The implementation of the requested regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit each year to exempt their vehicles from the signed parking time limit. Therefore, since 68 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with this request.



2(BXiii)(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 01

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

APR 24 1992

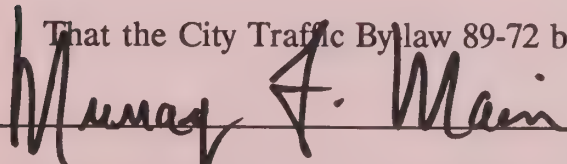
CITY CLERKS

SUBJECT:

Leclaire Street - Parking Regulations. (TEC-51-92)

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the south and east sides of Leclaire Street commencing at a point 240 feet north of Lionsgate Avenue and extending to a point 157 feet west of Verdun Court; and
- b) That the City Traffic Bylaw 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1992 Traffic Department operating budget estimates for the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from the resident at No. 64 Leclaire Street to prohibit parking on one side of the curve in the roadway on Leclaire between Lionsgate and Verdun.

Leclaire has a 29 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this block and a "No Parking, 8:30 a.m. to 5:00 p.m., Monday to Friday" regulation on both sides east of Verdun. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this in order to facilitate traffic flow and driveway movements. In this particular case, it would be appropriate to remove parking from the south and east sides of the curve in the roadway to improve visibility for motorists negotiating the turn.

The resident at No. 43 Leclaire Street, whose property abuts the south and east sides of Leclaire on the inside of the curve in the roadway, has stated that he has no objection to the proposal provided that sufficient parking remains to allow him to park west of his driveway. The Traffic Department has investigated and agrees that one legal on-street parking space could be provided west of the driveway at No. 43 Leclaire Street, and motorists' visibility at the curve in the roadway could still be sufficiently maintained. Therefore, the Traffic Department concurs with this request.



2(BXiiiXc)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 06

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

APR 24 1992


CITY CLERKS

SUBJECT:

West side of Elgin Street, north of Barton Street - Parking Regulation. [TEC-56-92]

RECOMMENDATION:

- a) That a "No Parking" regulation be implemented on the west side of Elgin Street commencing at a point 290 feet north of Barton Street and extending to a point 74 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

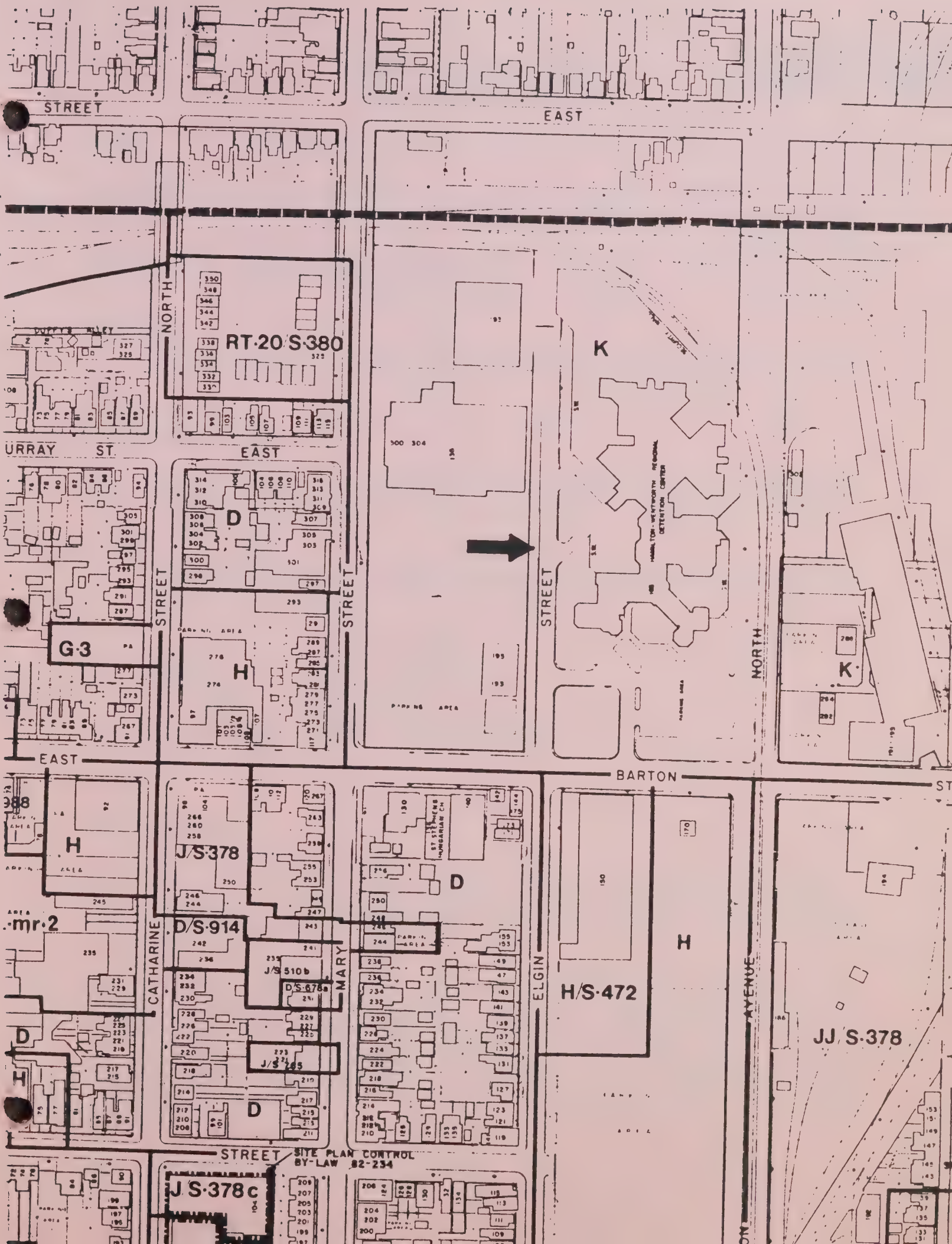
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from the Hamilton-Wentworth Regional Police Department, that a "No Parking" regulation be implemented on the west side of Elgin opposite the Detention Centre entrance to the prisoner loading and unloading area to facilitate truck turning movements. Elgin has a 30 foot pavement width, and presently,

parking is prohibited on the east side and there is unrestricted free parking on the west side of the street in this area.

The implementation of the proposed "No Parking" regulation will result in a loss of approximately four legal on-street parking spaces adjacent to the A & P parking lot and opposite the Detention Centre. However, since the A & P has an extremely large off-street parking lot, the loss of four on-street spaces should not create any parking difficulties. Therefore, the Traffic Department concurs with the request.



RT-20 S-380

D

H

K

G-3

J/S-378

D/S-914

J/S-510b

D/S-678a

J/S-245

D

H/S-472

H

JJ S-378

STREET SITE PLAN CONTROL BY-LAW 82-234

J S-378c

**CITY OF HAMILTON
- RECOMMENDATION -**

2(BXiii)d

DATE: 1992 April 03

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

APR 24 1992

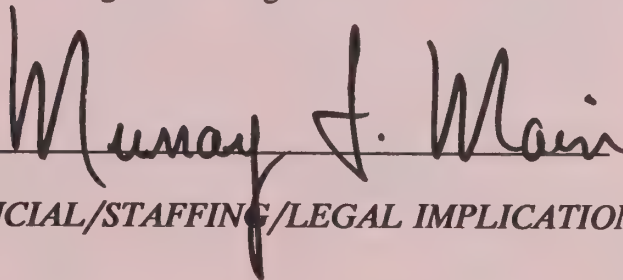
CITY CLERKS

SUBJECT:

No. 216 Gibson Avenue - Discharge of Residential Boulevard Parking Agreement. [TEC-55-92]

RECOMMENDATION:

- a) That the existing residential boulevard parking agreement registered as Instrument No. 11146 to the property at No. 216 Gibson Avenue be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

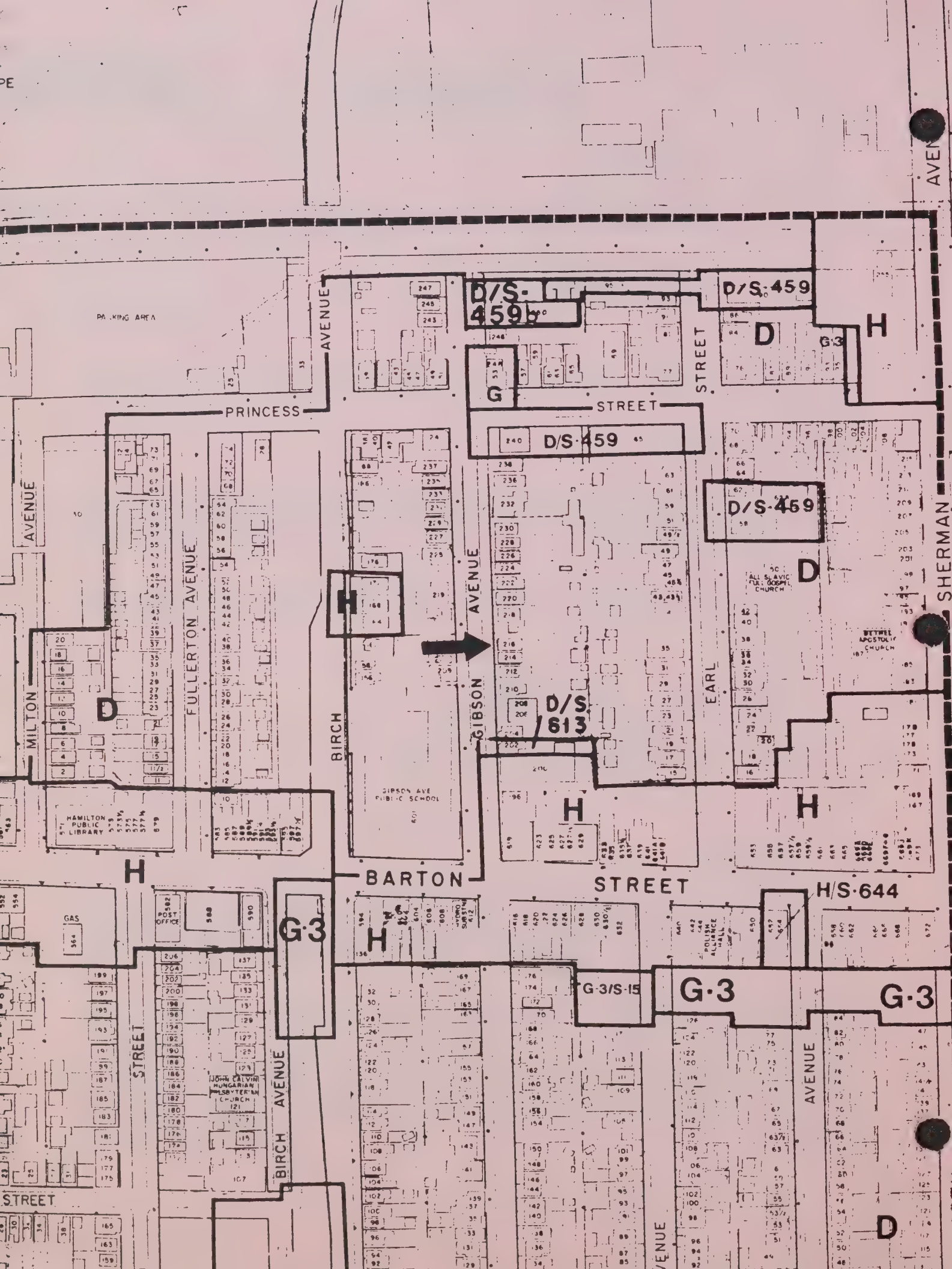
N/A

BACKGROUND:

In February of this year, the Traffic Department approved an application by the owner of the property at No. 216 Gibson Avenue to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1992 February 17.

The owner of the property has now written to the Traffic Department requesting that the existing agreement be discharged, so that she may enter into a new agreement to allow one vehicle to be parked partially on the City boulevard in front of this house but in a different location than the previous agreement allowed for. The Traffic Department has concluded that there is sufficient space partially on the City boulevard and partially on the private property to accommodate one vehicle. Therefore, the Traffic Department concurs with this request.

cc: Ms. Patrice Noé Johnson, City Solicitor



AVENUE

SHERMAN AVENUE

D/S-459

D/S-459

D/S-459

D/S-613

H/S-644

G-3

G-3

G-3/S-15

G-3

BARTON STREET

STREET

BIRCH AVENUE

GIBSON AVENUE

EARL STREET

FULLERTON AVENUE

MILTON AVENUE

PRINCESS AVENUE

PARKING AREA

GIBSON AVE PUBLIC SCHOOL

FALL SLAVIC FLAT GOSPEL CHURCH

ST. MICHAEL APOSTOLIC CHURCH

HAMILTON PUBLIC LIBRARY

JOHN CALVIN HUNGARIAN LUTHERAN CHURCH

POLISH APOSTOLIC CHURCH

CITY OF HAMILTON
- RECOMMENDATION -

2(B)(iii)(e)

DATE: 1992 April 14

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

APR 24 1992

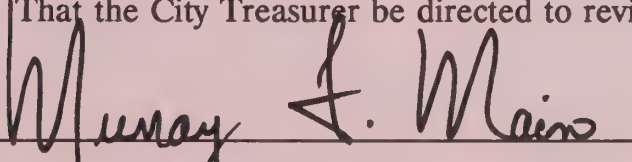
CITY CLERKS

SUBJECT:

No. 136 Mountain Park Avenue - Discharge of Residential Boulevard Parking Agreement.
(TEC-64-92)

RECOMMENDATION:

- a) That the existing residential boulevard parking agreement between the City and Mrs. J. O'Sullivan, registered as Instrument No. 091279 to the property at No. 136 Mountain Park Avenue be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and
- c) That the City Treasurer be directed to revise the billing records accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

In July 1991, the Traffic Department approved an application by the former owner of the property at No. 136 Mountain Park Avenue to allow one vehicle to be parked partially on the City boulevard and partially on the private property in front of this single family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1991 July 29. However, the approach ramp and parking space were never installed.

This property has since been sold, and the new owner has written to the Traffic Department and requested that the agreement be discharged since he wishes to park on the street rather than in the front yard. The Traffic Department concurs with this request.

CHARLETON AVENUE

EAST

SHERMAN ACCESS

PARK

AVENUE

AVENUE

G-3

H/S
632

STREET

GEORGE L ARMSTRONG
PUBLIC SCHOOL

G-3/S-11

G-3

WENTWORTH

STREET

2(BXiii)(f)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 14

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

APR 24 1992

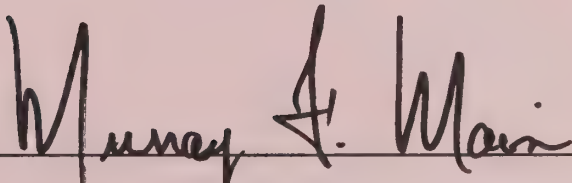
CITY CLERKS

SUBJECT:

No. 9 Hope Avenue - Discharge of Residential Boulevard Parking Agreement. [TEC-69-92]

RECOMMENDATION:

- a) That the existing residential boulevard parking agreement between the City and Mrs. Brenda Lockhart, registered as Instrument No. 495450 to the property at No. 9 Hope Avenue be discharged, at the property owner's expense; and
- b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and
- c) That the City Treasurer be directed to revise the billing records accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

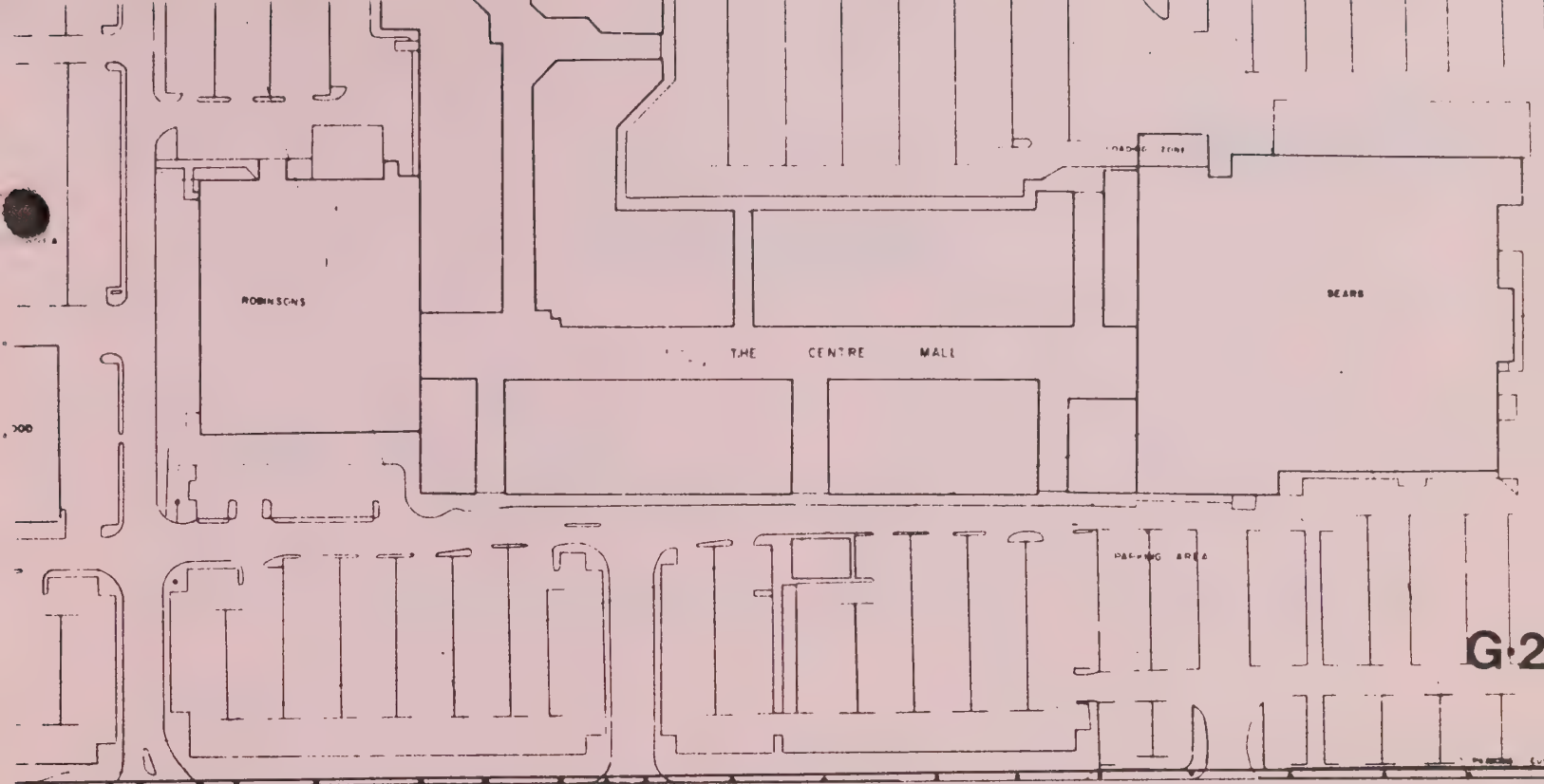
N/A

BACKGROUND:

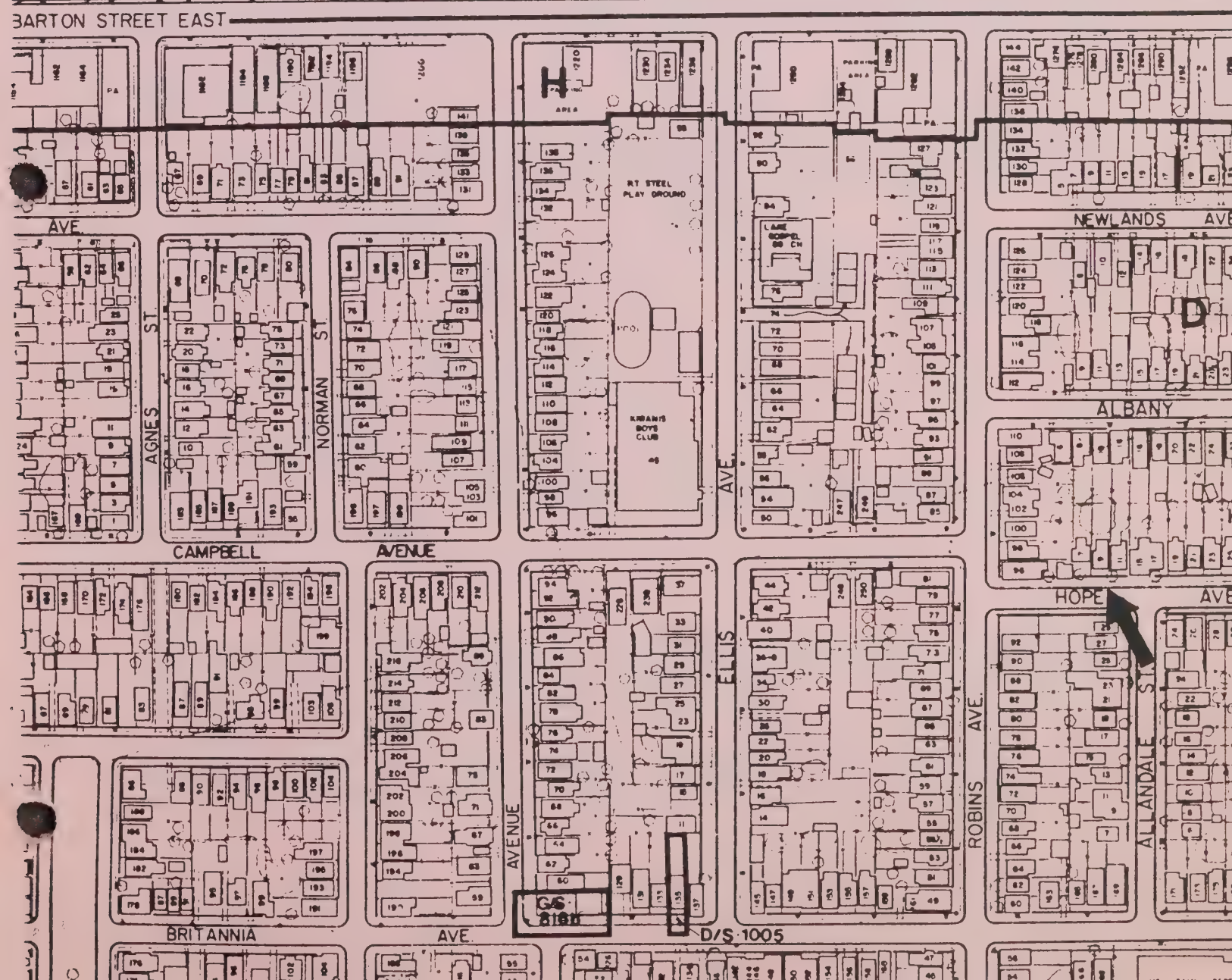
In December, 1988 the Traffic Department approved an application by the owner of the property at No. 9 Hope Avenue to allow one vehicle to be parked partially on the City

boulevard and partially on the private property in front of this single family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1989 February 2. However, the approach ramp and parking space were never installed.

The owner has since written to the Traffic Department and requested that the agreement be discharged, since she wishes to park on the street rather than in the front yard. The Traffic Department concurs with this request.



G.2



26XiiiXg)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 10

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

APR 24 1992

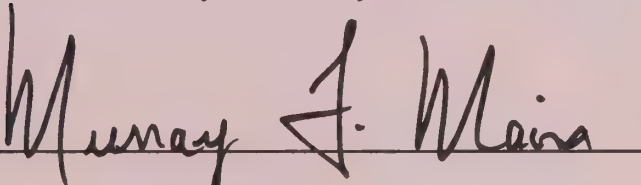
.....
CITY CLERKS

SUBJECT:

No. 514 John Street North - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident. (TEC-61-92)

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the east side of John Street North commencing at a point 114 feet south of Burlington Street East and extending to a point 22 feet southerly therefrom be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



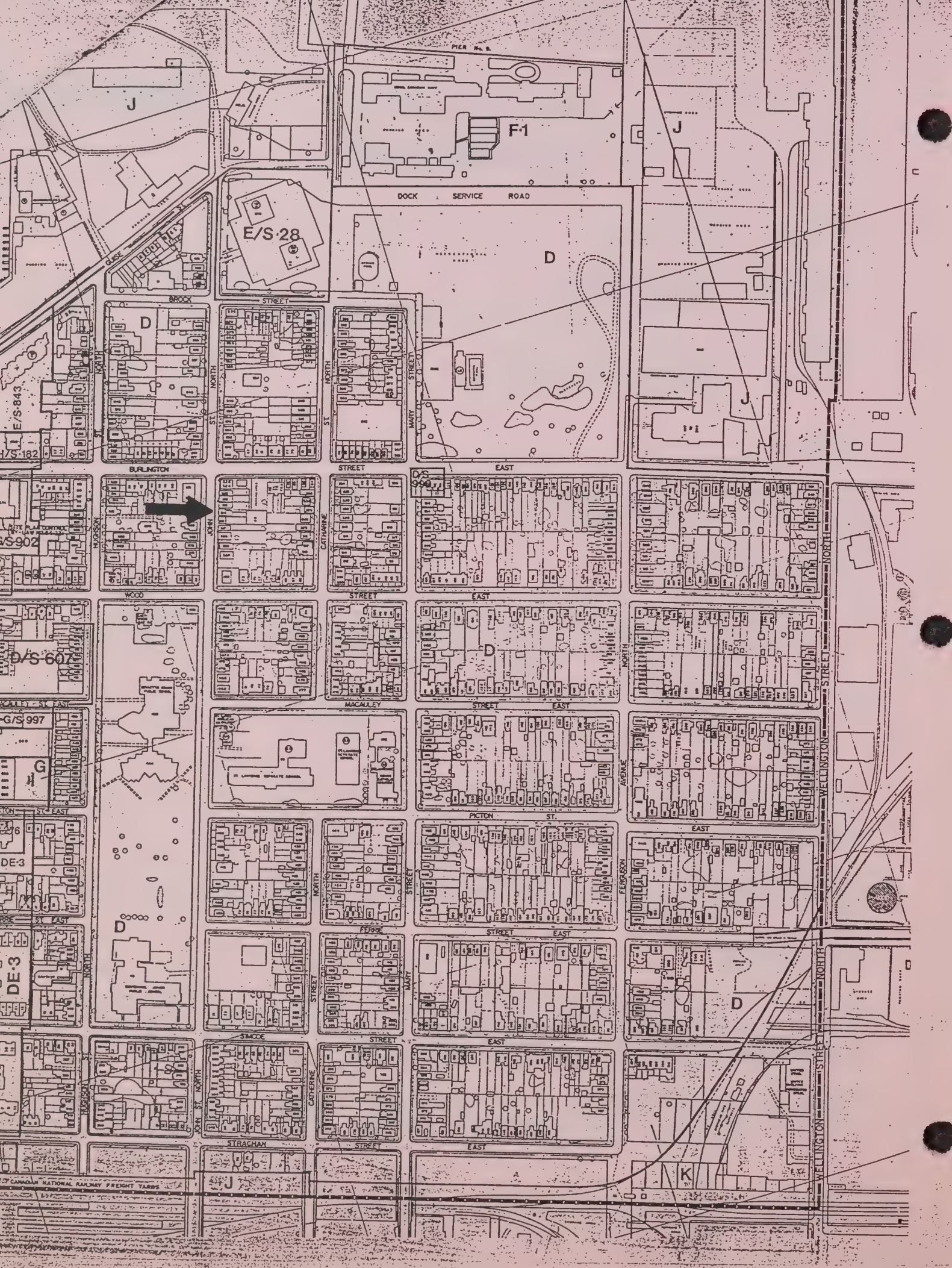
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of removing the signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Cayuga of No. 514 John Street North, to remove the "Permit Parking" space designated on the street in front of his previous residence since he has moved and no longer requires this space.

The removal of the reserved space will restore one on-street parking space which can be used by other motorists. Therefore, the Traffic Department concurs with this request.



2(BXiii)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 April 03

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

APR 24 1992

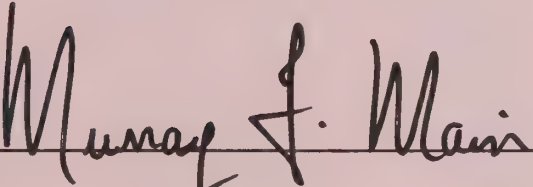
CITY CLERKS

SUBJECT:

Apartment Building at No. 47 Duke Street - Application for a Time Limit Exemption Permit. (TEC-57-92)

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first six applicants residing in the apartment building at No. 47 Duke Street.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

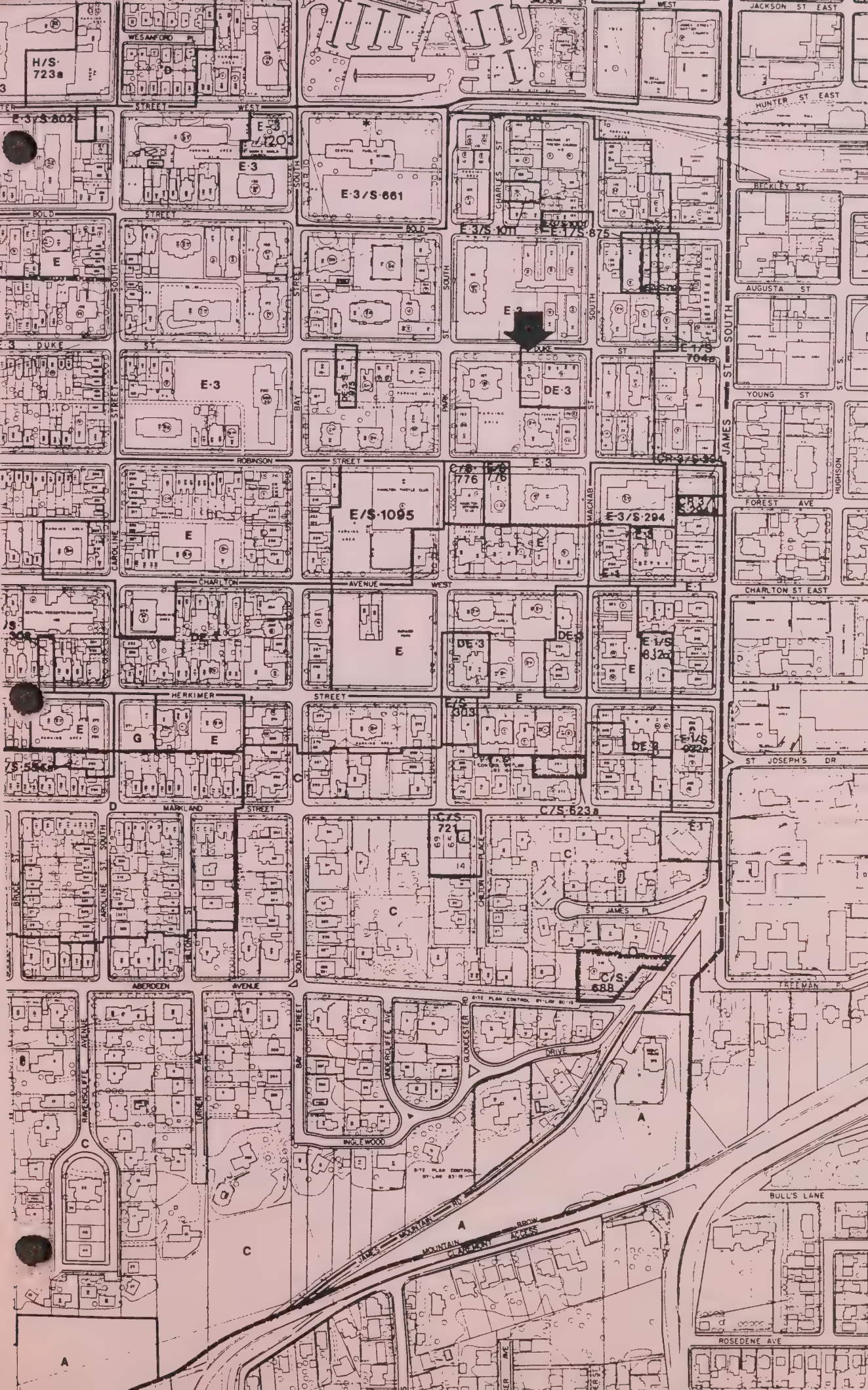
There is a potential for \$144.00 in revenue each year from the sale of parking permits to residents of this building.

BACKGROUND:

The Traffic Department has received a request from a resident of the apartments at No. 47 Duke Street, that Time Limit Exemption Permits be issued to residents of this building. The building is located on the south side of Duke between Park and MacNab, and the applicant has indicated that she wishes to park her vehicle beyond the parking time limits on streets in the vicinity of the apartment building.

An investigation has revealed that there are seven dwelling units in the subject apartment building, and that there are six off-street parking spaces available on the property. However, access to this off-street parking area is via the unassumed public alleyway at the rear of this building and the condition of this alley is such that it would likely become impassable during inclement weather conditions. Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances.

Periodic observations reveal that streets in this area are generally heavily parked during the day. However, since there has not been a great demand for parking permits in this area, it appears that the parking is short-term non-resident parking. Therefore, the Traffic Department concurs with this request and in accordance with the Zoning By-law requirements it would be appropriate to issue a maximum of six parking permits to the residents of the building on a first come first served basis.



CITY OF HAMILTON
- RECOMMENDATION -

2(B)(iv)

DATE: 30 January 1992

REPORT TO: Mr. Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

APR 24 1992

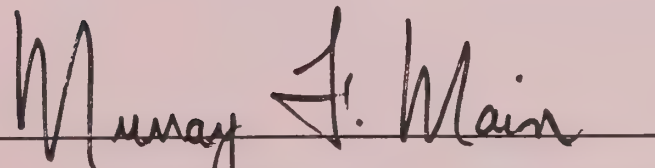
CITY CLERKS

SUBJECT:

Maplewood Avenue and Springer Avenue - School Crossing Guard. (TEC-17-92)

RECOMMENDATION:

That the School Crossing Guard, which was relocated on 1991 October 17, from Maplewood Avenue and Norway Avenue to Maplewood Avenue and Springer Avenue on a trial basis, be permanently assigned to Maplewood Avenue and Springer Avenue.



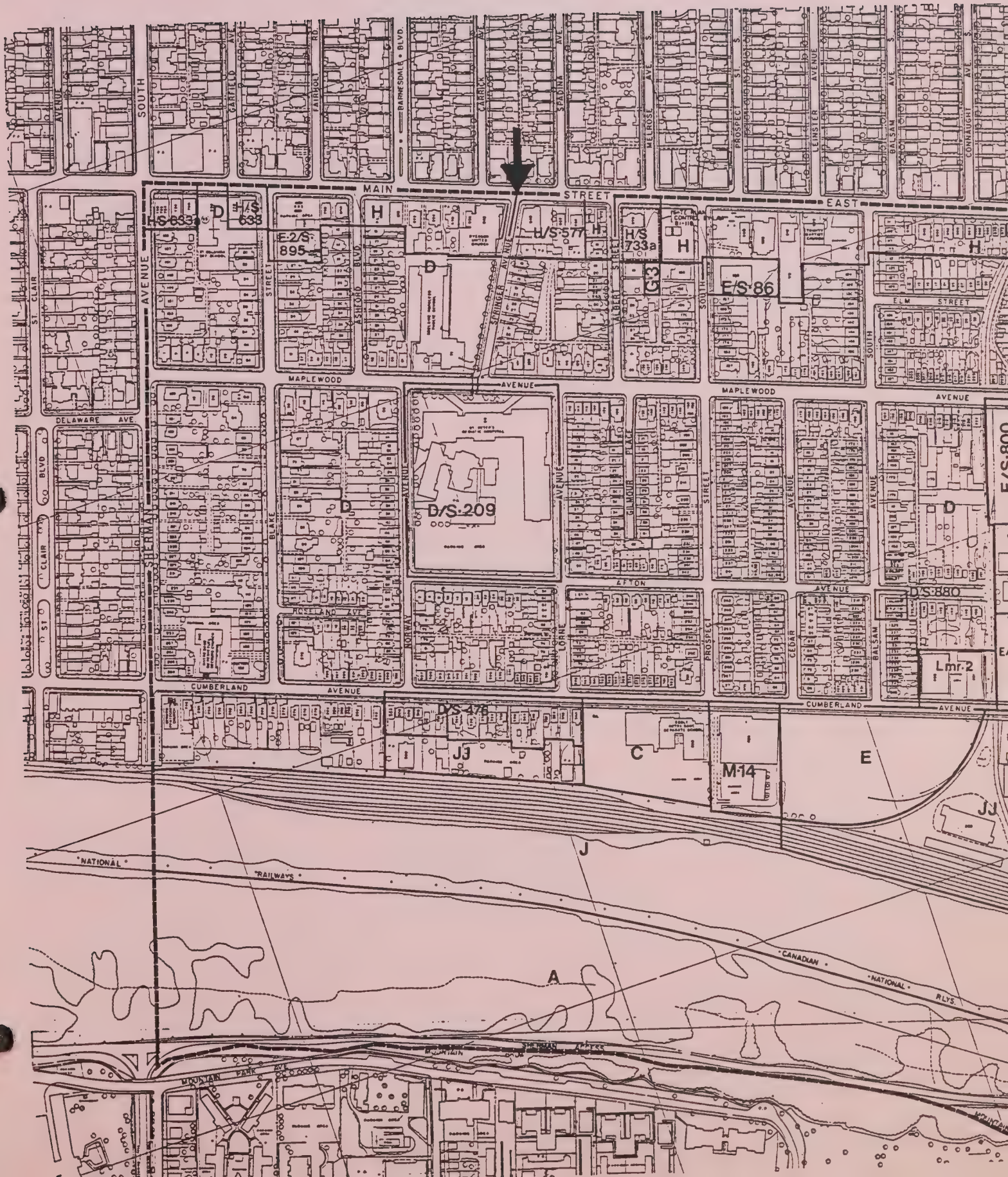
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

In report TEC-201-91, the Traffic Department reported that the School Crossing Guard at Maplewood and Norway, who crossed approximately 320 children per day across Maplewood, would be better utilized at Maplewood and Springer in front of Adelaide Hoodless School. At that time, it was projected by the Traffic Department that approximately 80 additional children would cross with the guard if it was relocated. On 1991 September 24, City Council approved the relocation "on a trial basis to be reviewed in January 1992". The guard was subsequently relocated on 1991 October 17.

On 1992 January 08, the Traffic Department restudied conditions in this area and observed that the guard crossed approximately 390 children per day at Maplewood and Springer, which is about 70 children per day greater than at the previous location. Therefore, it is recommended that the School Crossing Guard be assigned to Maplewood and Springer on a permanent basis.



2(c)(i)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 24
T103-51 J.K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

RECEIVED

APR 24 1992

CITY CLERKS

SUBJECT:

Encroachment Agreements

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

- a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.
- c) That the first year fee and subsequent annual fee outlined in Schedule "A" be set for these encroachments.



E. M. Gill, P.Eng.

Cont'd...

-Page 2-
1992 April 24

Encroachment Agreement

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

JKC:ja

Council Date: May 12, 1992

SCHEDULE 'A'

<u>Location</u>	<u>Type of Encroachment</u>	<u>Solicitor/Agent</u>	<u>First Year/Annual</u>	<u>File Number</u>
116 Crosthwaite Ave. N.	A frame appendage measuring 1.2' x 6.95'	Joel B. Kerr Barrister and Solicitor Hamilton Ontario L8P 2Z6	\$112.00/20.00	T103-50(982)
19 South Street	Wood Steps measuring 1.55' x 1.2' Frame Garage measuring 0.63'X12.5'	W. Ian Gordon P.O. Box 930 Stn A Hamilton Ontario L8N 3P9	\$112.00/20.00	T103-50 (981)
50 Hyde Park Ave.	Wood Steps measuring 5.33' x 9.0'	Evans, Husband Barristers and Solicitors 20 Hughson Street South Hamilton Ontario L8N 2A1	\$112.00/20.00	T103-50 (949)

2(c)(ii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 23
T103-50 (933) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director

SUBJECT: Amendment of Encroachment Agreement
182 Rebecca Street, Hamilton

RECEIVED


APR 24 1992

CITY CLERKS

RECOMMENDATION:

That the application of J. Beume (100 Adelaide Street West, Toronto, Ontario M5H 1S3) previously approved by City Council on July 30, 1991 to permit the encroachment of planter boxes and landscaping measuring 1.2m x 5.2m and now amended to provide for an aluminum post measuring 50mm x 150mm, be approved during the pleasure of Council provided:

- a) That the owner enter into an agreement satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.
- c) That the first year fee and subsequent annual fee be set for this encroachment.



E. M. Gill, P. Eng.

Cont'd...

-Page 2-
April 23, 1992

Amendment to Encroachment Agreement
182 Rebecca Street, Hamilton

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On July 30, 1991 City Council approved the encroachment of landscaping and planter boxes at 182 Rebecca Street. Subsequent to that approval J. Beume, the owner of property rented the property to the Canadian Mental Health Association.

The Association is requesting that the existing encroachment agreement be amended to provide for a post containing an automatic door opener. This mechanism will provide easier access to the building for physically challenged persons.

Roadway encumbrances may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. Council has allowed this type of encroachment in the past.

JKC:sw

2(c)(iii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 24
S718-74 P. Strong
S703-68 M. Inrig

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill
Senior Director
Roads Department

SUBJECT: 1992 Servicing Expenditures Related to Subdivisions

RECEIVED

APR 24 1992

CITY CLERKS

RECOMMENDATION:

- a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated cost of services in:

(i) " BLOSSOM ESTATES ", Hamilton

City's Share \$ 118,238.39 Subdivider's Share \$ 152,242.32

(ii) "RYMAL SQUARE ESTATES-PHASE 1", Hamilton

City's Share -NIL- Subdivider's Share - \$ 143,397.39

- b) That the Mayor and the City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the owners of "Blossom Estates " and "Rymal Square Estates - Phase 1."
- c) That approval of the above noted clauses be subject to the condition that no work be commenced until the Final Plans and Subdivision Agreements have been registered.
- d) That in the event the Subdividers wish to proceed prior to the registration of the Final Plans and Subdivision Agreements, they should be allowed to do so at their own risk provided they enter into standard agreements for pre-servicing.

Cont'd...

1992 Servicing Expenditures Related to Subdivisions

Cont'd...

- e) That the City's share of costs for services in "Blossom Estates " (\$ 118,238.39) be approved and that the Finance and Administration Committee recommend the source of funding for these projects.
- f) That the City Solicitor be authorized and directed to prepare the necessary By-law (s) and any other documents required to establish Part 31, Registered Plan 62M-644 as part of Fano Drive road allowance. Said By-law not to be registered until the Final Plan for Rymal Square Estates-Phase 1 is registered.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

"RYMAL SQUARE ESTATES - PHASE 1 "

No City share for this development .

"BLOSSOM ESTATES "

The total estimated cost of the City's share of services to be approved at this time is \$ 118,238.39 .

A portion of the City's share of costs (\$ 26,267.47) is associated with extra depth asphalt, fencing and a watermain which is being installed adjacent to lands owned by the City. The City's share for the extra depth asphalt, fencing and the watermain is non-recoverable in the future.

The remaining portion of the City's share (\$ 91,970.82) is associated with the above ground services being installed adjacent to lands of the Separate School Board and privately owned lands adjacent to the Plan of Subdivision. This portion of the City's share is fully recoverable and can be collected through the mechanism of 0.30m reserves when the adjacent lands are developed.

Cont'd...

1992 Servicing Expenditures Related to Subdivisions

Cont'd...

BACKGROUND:

"RYMAL SQUARE ESTATES - PHASE 1 "

At its meeting of January 30, 1990 City Council approved Item 10 of the Planning and Development Committee report 2-90, recommending a Subdivision Agreement be entered into between the of Rymal Square Development Ltd., owner, and the City of Hamilton.

This development will result in the creation of 25 single family residential building lots and is located in the Butler Neighbourhood north of Rymal Road East and east of Upper Wentworth Street.

There is no City Share for this development. (see schedule "A")

"BLOSSOM ESTATES "

On January 10, 1989, City Council approved a recommendation to enter into a subdivision agreement between the City and the Owners of Blossom Estates Subdivision. The development of Blossom Estates will result in the creation of 18 single family residential lots with the potential to develop two (2) future lots on Forbes Street.

The estimate of costs have been calculated in accordance with the present City cost sharing policies. There will be a City share of \$ 118,238.39 and a portion of that share (\$ 91,970.82) can be recovered through the mechanism of 0.30m reserves, the remainder (\$ 26,267.47) is non-recoverable due to extra depth asphalt and City lands adjacent to services installed under this subdivision.

Cont'd...

-Page 4-
April 24, 1992

1992 Servicing Expenditures Related to Subdivisions

Cont'd...

The services to be installed on Forbes Street will be processed as a Local Improvement Project and built by the Subdivider. In this particular case, there is already an existing residence with access on Forbes Street which cannot be developed further. The property (11 Forbes Street), must be rated under the Local Improvement Act as the City would not be able to recover servicing costs through the mechanism of 0.3m reserves. There are existing funds available to construct Forbes Street as a Local Improvement.

The lands of Blossom Estates are located west of West Fifth Street and north of Blossom Lane in the Kernighan Neighbourhood.

 PS/MI:tlm

cc: P.Noë Johnson, City Law Department
cc: E. C. Mathews, City Treasury Department
cc: R. P. Meiers, Public Works Department

1992 SUBDIVISION EXPENDITURE SUMMARY

=====

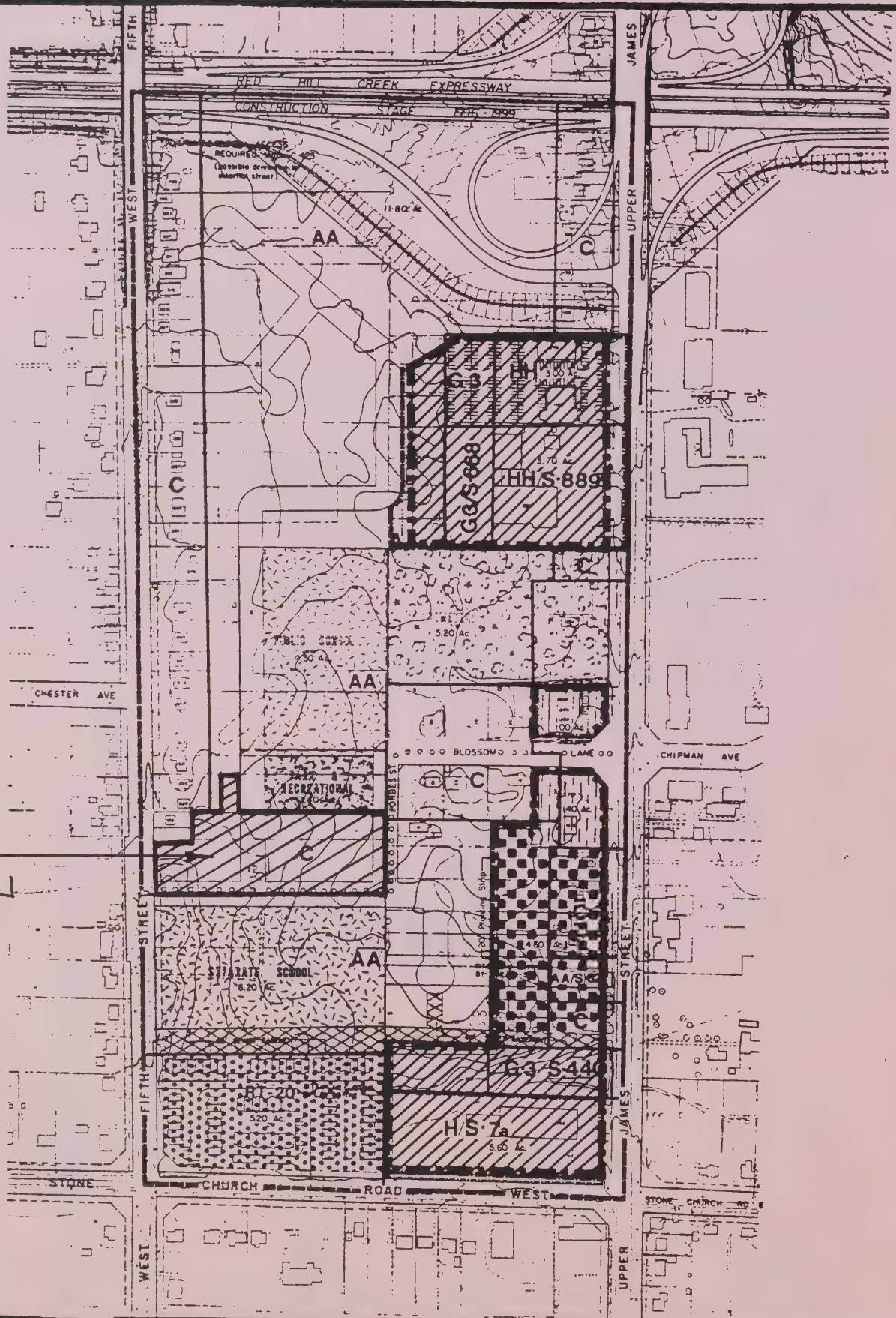
Name of:
SUBDIVISION
DEVELOPER
CONSULTANT
SURVEYOR

		CITY'S SHARE		0.3 METRE		NON-RECOVERABLE		TOTAL		TOTAL		TOTAL	
		OF EXPENDITURES		RESERVE		& OVERSIZED		CITY'S		SUBDIVIDER'S		SERVICING	
				COSTS		COSTS		SHARE		SHARE		COSTS	
# OF LOTS	SUBDIVISION	DESCRIPTION	OF WORKS	0.3 METRE	NON-RECOVERABLE	TOTAL	CITY'S	TOTAL	SUBDIVIDER'S	TOTAL	SERVICING		
and	AGREEMENT	OF WORKS		RESERVE	& OVERSIZED	CITY'S	SHARE	SUBDIVIDER'S	SHARE	SERVICING	COSTS		
LOCATION	AUTHORIZATION	OF WORKS		COSTS	COSTS	SHARE	SHARE	SHARE	SHARE	COSTS	COSTS		
18 Lots	Item 6	Catch Basins &											
Hamilton	P.D. 3-89	Connections		\$5,543.86	\$0.00								
	89-01-10	Curbs & Sidewalks		\$32,075.19	\$0.00								
		Finished Roads		\$49,470.57	\$20,252.06								
		Dead End Barricade		\$1,131.30	\$0.00								
		Street Lighting		\$3,750.00	\$0.00								
		Fencing		\$0.00	\$2,602.22								
		Watermain		\$0.00	\$3,413.19	\$118,238.39	\$152,242.32						\$270,480.71
25 Lots	Item 10	Catch Basins &											
Hamilton	P.D. 2-90	Connections		\$0.00	\$0.00								
	90-01-30	Curbs & Sidewalks		\$0.00	\$0.00								
		Finished Roads		\$0.00	\$0.00								
		Dead End Barricade		\$0.00	\$0.00								
		Street Lighting		\$0.00	\$0.00	\$0.00	\$143,397.39						\$143,397.39

TOTALS:

\$91,970.92 \$26,267.47 \$118,238.39 \$295,639.71 \$413,878.10

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



KEY PLAN

NTS

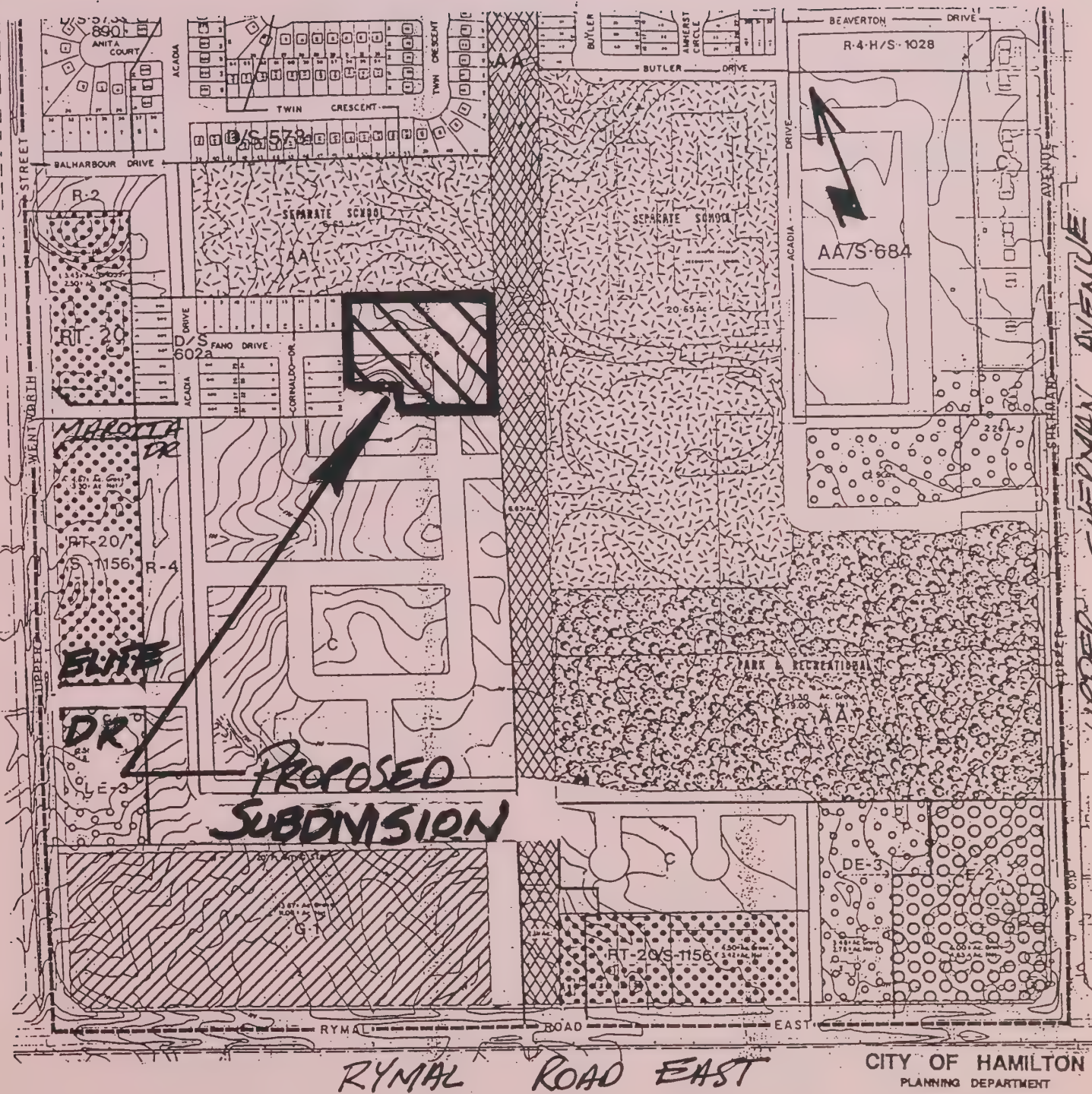


KERNIGHAN

APPROVED PLAN

UPPER WENTWORTH STREET

UPPER SHERMAN AVENUE



KEY PLAN-

"RYMAL SQUARE
ESTATES -
PHASE ONE"

BUTLER

APPROVED PLAN



CITY OF HAMILTON

-RECOMMENDATION - RE

2(cXiv)

DATE: April 16, 1992
806-47, RHW92-24.(HSW) D. Christilaw
APR 27 1992
REPORT TO: K. Christenson, Secretary
Transport and Environment Committee
CITY CLERKS
FROM: E. M. Gill, P. Eng.
Senior Director
Regional Roads Department
SUBJECT: 1992 Servicing Expenditures Related to Subdivisions

RECOMMENDATIONS

- a) That the additional funding in the amount of \$40,000 for the City's share of municipal services on Fieldway Drive, Millwood Place and a Public Walkway, Hamilton, be approved.
- b) That the Finance and Administration Committee recommend the source of funding.


E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS

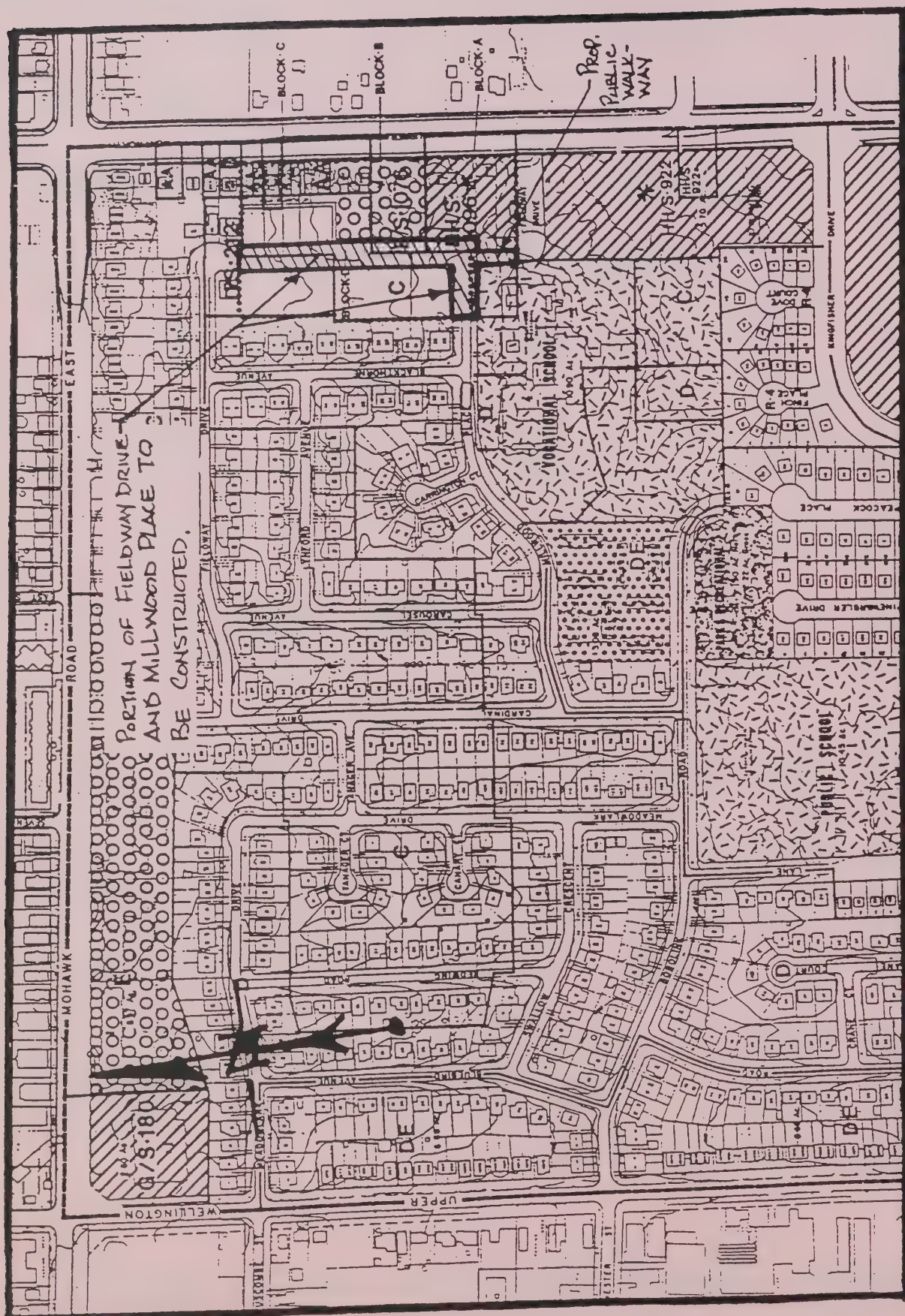
On October 8, 1991, City Council authorized the expenditures for road works on Fieldway Drive, Millwood Place and for works associated with a Public Walkway. The estimated costs for the works was \$166,719.00.

Changes to the engineering design of the cul-de-sac layout at the end of Fieldway Drive and additional Utility relocations have resulted in additional works for the project. The contract prices for the project have been received for the works and an additional \$40,000 is required to cover the City's share. It is being recommended that the appropriation for the project be increased from \$166,719 to \$206,719.

For the Committee's information, approximately 80% of the project cost will be recoverable through the lifting of 0.3 metre reserves on Fieldway Drive and Millwood Place when the abutting lands develop. Many of the land owners along Fieldway Drive have indicated that they wish to proceed with development shortly after construction is complete. Therefore, it is expected that the majority of these costs will be recovered within the next year or two.

 DVC:

cc: R. Hammel, Acting City Treasurer.
cc: S. Reeder, Secretary, Finance & Administration Committee.
cc: D. Onishi, Director, Design & Construction



KEY PLAN

N.T.S.

APPROVED PLAN

BRULEVILLE

2(c)(v)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 21
T103-14 L.Ryan

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Annual Overload Permits
Traffic By-Law Revisions

RECEIVED

APR 24 1992

CITY CLERKS

RECOMMENDATION:

- a) That the Council of The City of Hamilton delegate the authority to issue annual permits under section 7(6)(a) of the City Traffic By-Law 89-72, as amended, to the Commissioner of Transportation/Environmental Services;
- b) That the City Traffic By-Law 89-72, as amended, be further amended to reflect the delegation set out in recommendation (a).

E.M. Gill

E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

City Traffic By-Law 89-72 includes a provision under Part II, Section 7(6)(a) whereby Annual Overload Permits may be issued by the Commissioner of Transportation/Environmental Services upon approval by City Council.

Cont'd...

-page 2-
April 21, 1992

**Annual Overload Permits
Traffic By-Law Revisions**

BACKGROUND: Cont'd...

Each year requests are received from approximately five (5) companies requesting permission to travel on various Regional and City roadways with vehicles loaded beyond the recommended limit outlined on their Ministry of Transportation of Ontario vehicle permit. Although the vehicles are overloaded, staff ensure that the weights conform to the Ministry's "Guideline No. 2 for Special Overweight Permits". A Council approved rate is charged against each vehicle based on the number of overload tonnes. Generally the same companies re-apply for permits on a yearly basis.

The issuance of an Annual Permit based on the consideration of the Transport and Environment Committee and approval of City Council has been a formality in the past. Considering the usual nature and time spent on preparing the T&E reports, staff recommend that Annual Permits be issued without the approval of Council. City Traffic By-Law 89-72 will require the necessary revisions.

LR/cb

cc: M. Main, Director of Traffic Services

BY-LAW NO. 92

TO Amend By-Law No. 89-72 to regulate traffic the Council of The Corporation of the City of Hamilton enacts as follows:

TRAFFIC

- a) That the Council of The City of Hamilton delegate the authority to issue annual permits under section 7(6)(a) of the City Traffic By-Law 89-72, as amended, to the Commissioner of Transportation/Environmental Services;
- b) That the City Traffic By-Law 89-72, is hereby amended to reflect the delegation set out in recommendation (a).

Passed this _____ day of _____ A.D. 19 _____

City Clerk

Mayor

2(c)(vi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: April 24, 1992
S704-24/S707-73 L. MacNeil

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

RECEIVED


APR 24 1992

CITY CLERKS

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION:

- a) That the following City lands be incorporated into the street as noted in Schedule 'A':
- | | | |
|-----------------|-----------|----------------|
| Harbottle Court | Part 1, | Plan 62R-11994 |
| Sorrento Place | Block 88, | Plan 62M-511 |
- b) That the By-Law attached to this report to carry out the incorporation of the said lands into the foregoing street be enacted by Council.
- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd

- page 2 -
April 24, 1992

Cont'd

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated below.

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Harbottle Court	Part of Lot 25, R.P. No. 947, designated as Part 1, 62R-11994	N/A	To provide access from Chesley Street to Harbottle Estates Phase 1	S707-73
Sorrento Place	Block 88, Plan 62M-511	N/A	To provide access from Lots 1-6 (incl.) Plan 62M-599 to Sorrento Place, Plan 62M-511	S704-24

/ljm
Encl.

cc: Mr. J. J. Schatz, City Clerk
Att: D. Geroux (encl.)
cc: Mr. F. Angelici, Planning Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

**TO INCORPORATE PART 1, PLAN 62R11994
INTO HARBOTTLE COURT**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Harbottle Court by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Harbottle Court.

Part of Lot 25, Registered Plan number 947, designated as Part 1, Plan 62R-11994.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

**TO INCORPORATE BLOCK 88, PLAN 62M-511
INTO SORRENTO PLACE**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Sorrento Place by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Sorrento Place.

Parcel Reserves -2
Section 62M-511

Being all of Block 88, Plan 62M-511.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

Being part of the Parcel.

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

2(D)(i)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 23

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

RECEIVED

APR 23 1992

.....
CITY CLERKS

SUBJECT: Sale of part of 877 and 879
Main Street West and part of
88 Haddon Avenue, Hamilton to
the Regional Municipality of Hamilton-Wentworth

RECOMMENDATION:

- a) That an Offer to Purchase, for the sale by The Corporation of the City of Hamilton to The Regional Municipality of Hamilton-Wentworth, scheduled to close on or before June 19, 1992, and an Authority to Enter by The Regional Municipality of Hamilton-Wentworth on the land described as:
- i) part of Lot 6, Registrar's Compiled Plan 1479, having a frontage of 17.974 metres (58.97 feet), more or less, along the western limit of Longwood Road, comprising an area of 123.3 square metres (1,327.23 square feet), more or less, more particularly described as Part 17 on Plan 62R-11411, municipally known as part of 879 Main Street West, Hamilton;
 - ii) part of Lot 6, Registrar's Compiled Plan 1479, having a frontage of 10.136 metres (33.255 feet), more or less, along the southern limit of Main Street West, comprising an area of 33.6 square metres (361.7 square feet), more or less, more particularly described as Part 16 on Plan 62R-11411, municipally known as part of 879 Main Street West, Hamilton;
 - iii) part of Lot 6, Registrar's Compiled Plan 1479, having a frontage of 17.561 metres (57.615 feet), more or less, along the western limit of Longwood Road, comprising an area of 334.4 square metres (3,599.6 square feet), more or less, more particularly described as Parts 1 and 2 on Plan 62R-11779, municipally known as part of 877 Main Street West, Hamilton;

- iv) part of Lot 83, Registered Plan 703, having a frontage of 32.678 metres (107.41 feet), more or less, along the southern limit of Main Street West, and comprising an area of 58.6 square metres (630.4 square feet), more or less, more particularly described as Part 1 on Plan 62R-11466, municipally known as part of 88 Haddon Avenue South, Hamilton,

be approved and completed, and the funds derived from this sale of \$169,500.00 be credited to Account Number CH 4X501 00102 (Sale of Property - Reserve for Property Purchase).

- b) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.


D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

Regional Council at its meeting of October 3, 1989 approved Item 13(iv) of Engineering Services Committee Report 15-89 authorizing the Director of Property to begin acquiring lands for the Main Street West road improvements between Haddon Avenue and Paradise Road.

The subject lands are surplus to the requirements of the City and are being acquired, at market value, by the Region to facilitate the widening of Main Street West. Part 16 on Plan 62R-11411 and Part 1 on Plan 62R-11466, upon transfer to the Region will become part of the Regional road, pursuant to Section 23(7) of the Regional Municipalities Act R.S.O. 1990, Chapter R.8.

Part 17 on Plan 62R-11411 and Parts 1 and 2 on Plan 62R-11779 upon transfer to the Region will be sold at market value to the abutting owner 534603 Ontario Inc. as part of the negotiations by the Region to acquire other lands for the widening of Main Street West from 534603 Ontario Inc.

Attach.

- c.c. - P. Noé Johnson, City Solicitor
 Attention: D. Powers
 - I. R. Hammel, Acting Treasurer
 - L. MacNeil, Property Clerk, Surveys

OFFER TO PURCHASE

I/We **THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH** of the City of Hamilton
in the Regional Municipality of Hamilton-Wentworth hereinafter called the Purchaser,
hereby agree to and with **THE CORPORATION OF THE CITY OF HAMILTON**,

hereinafter called the Vendor,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of firstly, part of Lot 6, Registrar's Compiled Plan 1479, having a frontage of 17.974 metres (58.97 feet), more or less, along the western limit of Longwood Road, comprising an area of 123.3 square metres (1,327.23 square feet), more or less, more particularly described as Part 17 on Plan 62R-11411, municipally known as part of 879 Main Street West, Hamilton. Secondly, part of Lot 6, Registrar's Compiled Plan 1479, having a frontage of 10.136 metres (33.255 feet), more or less, along the southern limit of Main Street West, comprising an area of 33.6 square metres (361.7 square feet), more or less, more particularly described as Part 16 on Plan 62R-11411, municipally known as part of 879 Main Street West, Hamilton. Thirdly, part of Lot 6, Registrar's Compiled Plan 1479, having a frontage of 17.561 metres (57.615 feet), more or less, along the western limit of Longwood Road, comprising an area of 334.4 square metres (3,599.6 square feet), more or less, more particularly described as Parts 1 and 2 on Plan 62R-11779, municipally known as part of 877 Main Street West, Hamilton. Fourthly, Part of Lot 83, Registered Plan 703, having a frontage of 32.678 metres (107.41 feet), more or less, along the southern limit of Main Street West, and comprising an area of 58.6 square metres (630.4 square feet), more or less, more particularly described as Part 1 on Plan 62R-11466, municipally known as part of 88 Haddon Avenue South, Hamilton.

Forming part of this Offer to Purchase is Schedule A attached hereto.

at the price of **ONE HUNDRED AND SIXTY-NINE THOUSAND, FIVE HUNDRED-----DOLLARS**
(\$169,500.00) of lawful money of Canada, payable as follows:-

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the 14th day of April 1992, by a letter mailed or delivered to the Purchaser c/o The Commissioner of Legal Services, 1 James Street South, 8th Floor, Hamilton.
2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.
3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.
4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.
5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.
6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.
7. This transaction shall be closed on or before the 19th day of June, 1992.

8. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of dower rights and all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.
9. The Purchaser shall assume taxes, local improvements, water and sewer rates from the date set out in paragraph 7 hereof.
10. Pending completion of this transaction, the Vendor will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the Purchaser may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Offer whether accepted or not and have all monies theretofore paid returned without interest.
11. The deed or transfer is to be prepared at the expense of the Vendor. If the Vendor is a Trustee the deed or transfer is to contain trustee covenants only.
12. This agreement and its acceptance is to be read with all changes of gender or number required by the context.
13. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.
14. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.
15. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at *the City of Hamilton* this *15th* day of *April* 19*92*.

SIGNED, SEALED AND DELIVERED

in the presence of

Approved
as to form
L
S

OFFICE OF THE CLERK
APPROVED BY COUNCIL

DATE *April 7/92*

REPORT *592* ITEM *18 TSC*

INTL: *43* YEAR/FILE *92-295*

THE REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH

)
)
) *[Signature]* (Seal)
) CHAIRMAN

)
) *[Signature]* (Seal)
) REGIONAL CLERK

)
) *[Signature]* (Seal)
) COMMISSIONER OF FINANCE

**THE CORPORATION OF THE
CITY OF HAMILTON**

)

)

) _____ (Seal)

) **MAYOR**

)

)

) _____ (Seal)

) **CITY CLERK**

)

)

) _____ (Seal)

Name of Purchaser's Solicitor _____

Address of Purchaser's Solicitor _____

SCHEDULE "A"

Property

Parts 16 and 17, 62R-11411
Part of 879 Main Street West, Hamilton

Parts 1 and 2, 62R-11779
Part of 877 Main Street West, Hamilton

Part 1, 62R-11460
Part of 88 Haddon Avenue South, Hamilton

Owner's Interest

The Corporation of the City
of Hamilton

Elements of Compensation

Market Value of Realty \$169,500.00

TOTAL COMPENSATION \$169,500.00

It is also understood and agreed that the amount of **\$169,500.00** is full and final payment of all compensation, interest and cost whatsoever which **The Corporation of the City of Hamilton** might be entitled to as a result of the acquisition by **The Regional Municipality of Hamilton-Wentworth** of the land firstly and secondly, Parts 16 and 17, 62R-11411, thirdly, Parts 1 and 2, 62R-11779, fourthly, Part 1, 62R-11466.

Dated at the City of Hamilton this 15th day of April 19 92

THE REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH

)
)
) [Signature] (Seal)
) CHAIRMAN

)
) [Signature] (Seal)
) REGIONAL CLERK

)
) [Signature] (Seal)
) COMMISSIONER OF FINANCE

OFFICE OF THE CLERK
APPROVED BY COUNCIL

DATE April 7/92
REPORT 592 ITEM 18TSC
INTL: 75 YEAR/FILE 92-295
[Signature]

THE CORPORATION OF THE
CITY OF HAMILTON

)
)
) [Signature] (Seal)
) MAYOR

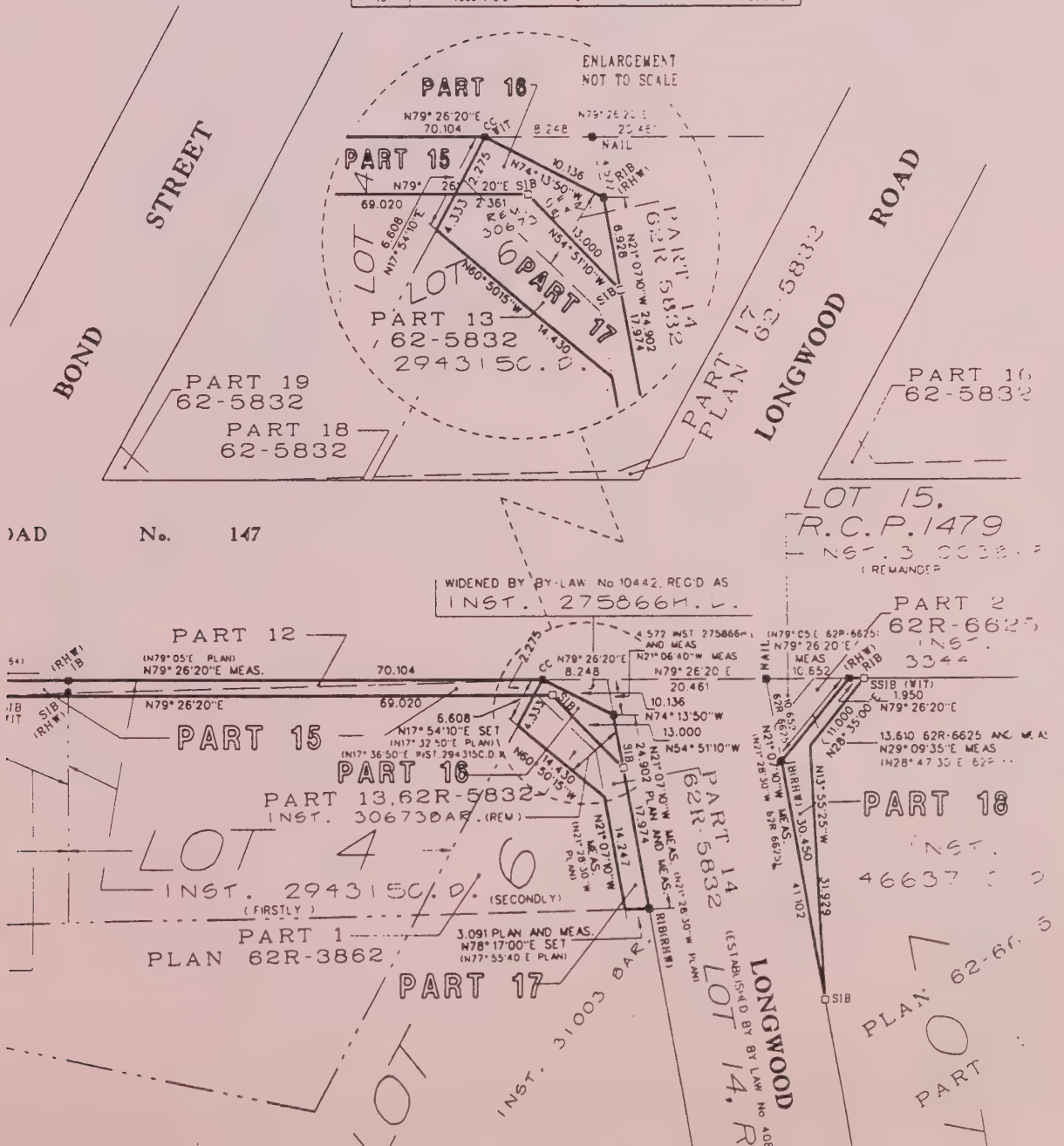
)
) [Signature] (Seal)
) CITY CLERK

)
) [Signature] (Seal)

SCHEDULE				
PART	INSTRUMENT NO.	LOT	REGISTERED PLAN	AREA
1	374902C D	49		478 m ²
2	SUBJECT TO BELL EASEMENT			1 m ²
3	85829A S	83	703	743 m ²
4	34977 C D	84		102 m ²
5	SUBJECT TO BELL EASEMENT			1 m ²
6	34551		75	21 m ²
7	283674H L			17 m ²
8	272613 N S 29007 H.L.	26 27	722	274 m ²
9	88215H L	58		104 m ²
10	15070 ANC	PART OF CORP OF ANCASTER		1 m ²
11	147089C D	2	R.C.P. 482	75 m ²
12	199471H L			302 m ²
13	258733H L 258734H L 308097A B 315749A B 117948C D 202324C D 287063C D 293408C D 403478C D	2		584 m ²
14	490216C D (REW.)	3	R.C.P. 1479	1034 m ²
15	42764 AND 294315C D	4		136 m ²
16	30673 BAR	6		504 m ²
17	(REWASERD.)			1210 m ²
18	486371 C D	5		562 m ²

PLAN 62R-11411
 RECEIVED AND DEPOSITED
 DATE 1990 09 17
L. Radley DEP
 LAND REGISTRAR FOR THE REGISTRAR
 DIVISION OF BENTWORTH, VIC
 REQUIRED THIS PLAN TO BE DEPOSITED
 UNDER THE REGISTRY ACT
 DATE SEP 12 1990
[Signature]
 KIM W. LAL, CLS
 MANAGER OF LEGAL SERVICES

CAUTION
 THIS PLAN IS NOT A PLAN OF SUBDIVISION
 WITHIN THE MEANING OF THE PLANNING ACT



五

PLAN 62R-11779
 RECEIVED AND DEPOSITED
 DATE 1991 06 03
 L. Radley DPT.
 LAND REGISTRAR FOR THE REGISTRY
 DIVISION OF WENTWORTH 62

I REQUIRE THIS PLAN TO BE DEPOSITED
 UNDER THE REGISTRY ACT
 DATE May 29/1991
 FOR R.G. DOUGLAS O.L.E.
 MANAGER OF FIELD SURVEYS

CAUTION
 THIS PLAN IS NOT A PLAN OF SUBDIVISION
 WITHIN THE MEANING OF THE PLANNING ACT



SCHEDULE			
PART	INSTRUMENT NO.	LOT	AREA
1	30673 BAR (REV 1)	6	305.9 m ²
2	31001 BAR	6	38.5 m ²
3	31001 BAR	6	38.5 m ²

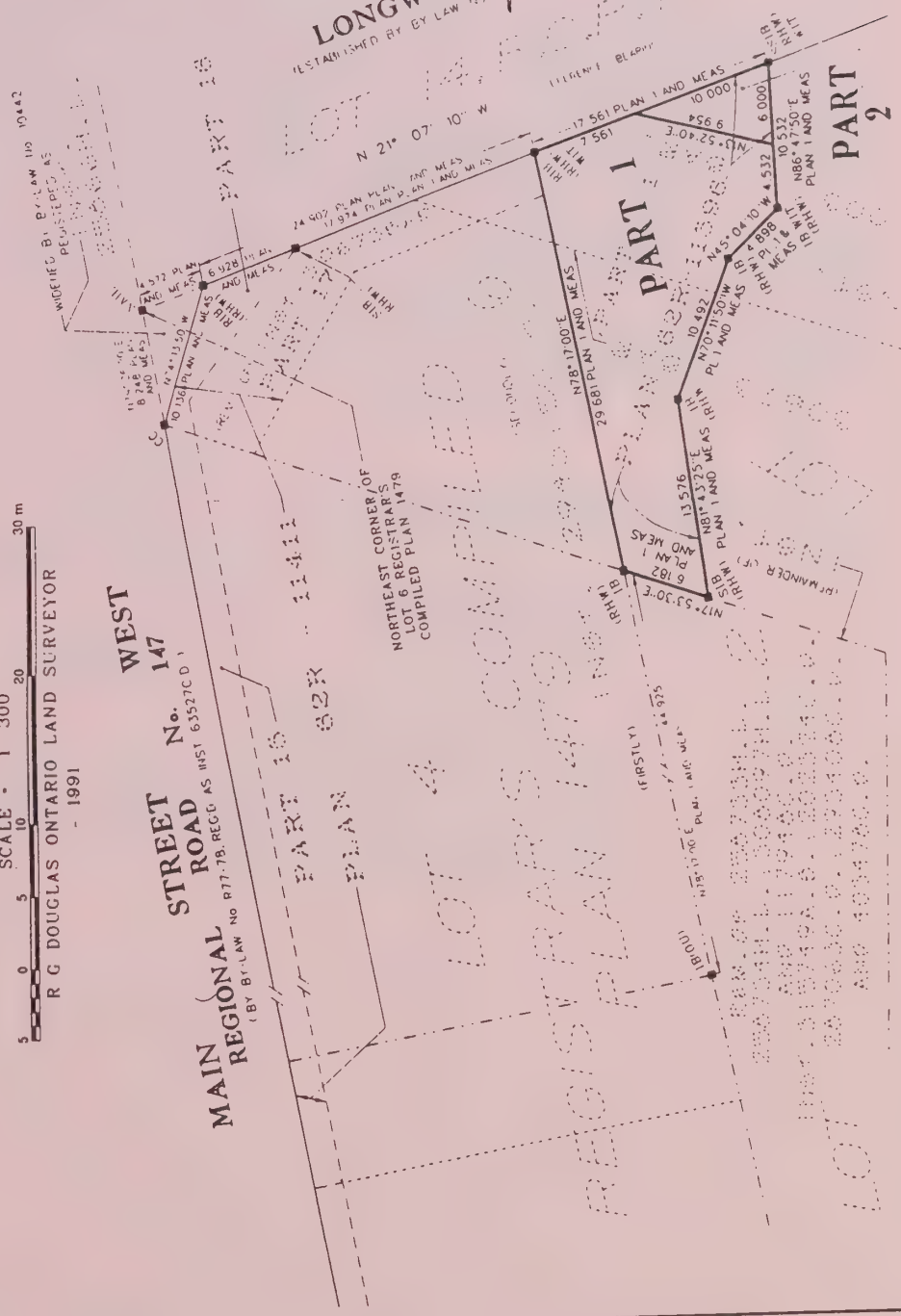
PLAN OF SURVEY

PART OF LOT 6 REGISTRAR'S COMPILED PLAN 1479

IN THE
 CITY OF HAMILTON
 REGIONAL MUNICIPALITY OF HAMILTON WENTWORTH

SCALE - 1:300
 R.G. DOUGLAS ONTARIO LAND SURVEYOR
 - 1991

METRIC DISTANCES SHOWN ON THIS PLAN
 ARE IN METRES AND CAN BE CONVERTED TO
 FEET BY DIVIDING BY 0.3048



AUTHORITY TO ENTER

TO: THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

WHEREAS The Regional Municipality of Hamilton-Wentworth

(hereinafter called the "Region") desires to enter upon the lands known as firstly, part of Lot 6, Registrar's Compiled Plan 1479, having a frontage of 17.974 metres (58.97 feet), more or less, along the western limit of Longwood Road, comprising an area of 123.3 square metres (1,327.23 square feet), more or less, more particularly described as Part 17 on Plan 62R-11411, municipally known as part of 879 Main Street West, Hamilton. Secondly, part of Lot 6, Registrar's Compiled Plan 1479, having a frontage of 10.136 metres (33.255 feet), more or less, along the southern limit of Main Street West, comprising an area of 33.6 square metres (361.7 square feet), more or less, more particularly described as Part 16 on Plan 62R-11411, municipally known as part of 879 Main Street West, Hamilton. Fourthly, Part of Lot 83, Registered Plan 703, having a frontage of 32.678 metres (107.41 feet), more or less, along the southern limit of Main Street West, and comprising an area of 58.6 square metres (630.4 square feet), more or less, more particularly described as Part 1 on Plan 62R-11466, municipally known as part of 88 Haddon Avenue South, Hamilton.

(hereinafter called the "Works")

AND WHEREAS THE CORPORATION OF THE CITY OF HAMILTON

(hereinafter called the "Owner") does herein state that it is the registered owner and it has been and is in lawful, quiet and continuous possession of the said lands.

In consideration of the Region:

- (1) assuming all risk not previously existing, directly resulting from entry on the said lands by the Region, and
- (2) assuming all costs and expenses not previously existing directly resulting from any construction, reconstruction, relocation, repair and maintenance of any ground and underground fixtures, installations, devices, pipes, utilities, conduits, buildings or structures occasioned by reason of the construction of the Works.

the said Owner does hereby authorize the Region, its servants and agents to make entry on the said lands as the Region may require for municipal purposes pertaining to the said Works provided that notwithstanding this Authority to Enter, and any construction of the Works, where the said lands are sold by the Owner to the Region or expropriated by the Region the sale or expropriation shall be completed and consideration paid or compensation determined and paid in the same manner and to the same extent as if the Owner did not give this Authority to Enter and authorize entry by the Region on the said lands of the Owner and as if the Region did not construct the Works and assume any risk, costs or expenses in connection therewith.

Dated at The City of Hamilton this 15th day of April 19 92

THE REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH

)
)
) [Signature] (Seal)
) CHAIRMAN

)
) [Signature] (Seal)
) REGIONAL CLERK

)
) [Signature] (Seal)
) COMMISSIONER OF FINANCE

COUNCIL OF THE CLERK
APPROVED BY COUNCIL

DATE April 7/92
REPORT 5-92 ITEM 18 TSC
INTL: pg YEAR/FILE 92-296
[Signature]

[Signature]
Services

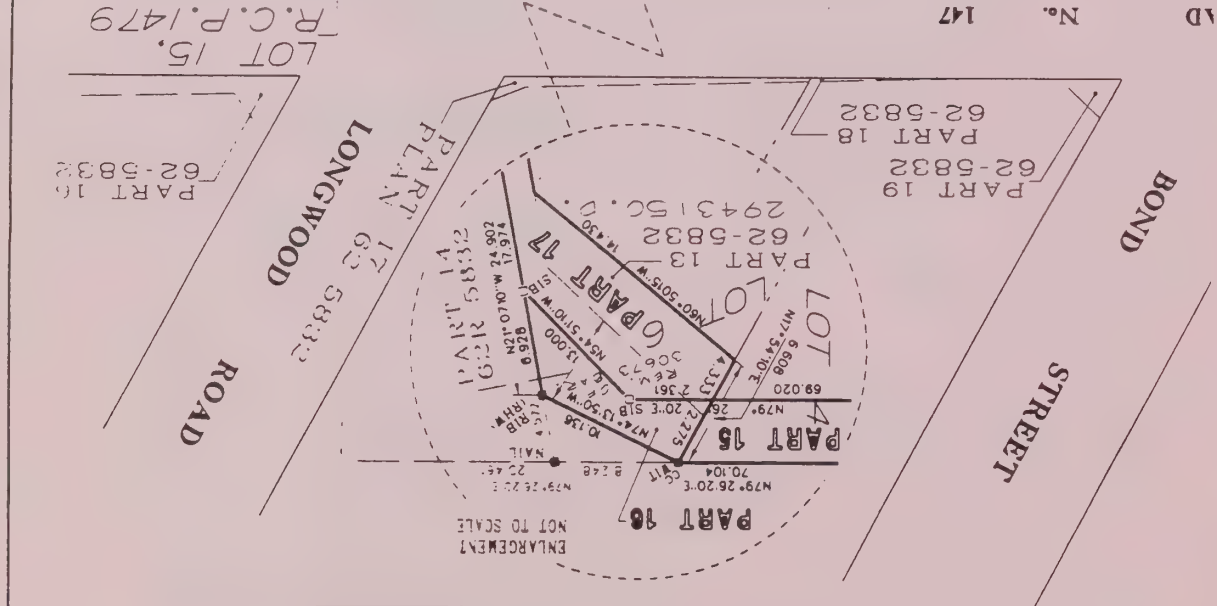
THE CORPORATION OF THE
CITY OF HAMILTON

)
)
) [Signature] (Seal)
) MAYOR

)
)
) [Signature] (Seal)
) CITY CLERK

)
)
) [Signature] (Seal)

SCHEDULE		PLAN 62R-11411	
PART	INSTRUMENT NO. LOT REGISTERED PLAN AREA	DATE	RECEIVED AND DEPOSITED
1	374902C D.	1990 09 17	
2	SUBJECT TO DEED, CASHMENT.		
3	85828N S.		
4	34877 C.D.		
5	SUBJECT TO DEED, CASHMENT.		
6	34551		
7	280374H.		
8	272613 N.S. 29007 H.L.		
9	86215H L.		
10	15070 A.N.C.		
11	147089C D.		
12	189471H L.		
13	258733H L. 258734H L.		
14	403479C D.		
15	42784 AND 294315C D.		
16	30673 BAR.		
17	466371 C.D.		
18			



PLAN 62R-11411

RECEIVED AND DEPOSITED

DATE 1990 09 17

MANAGER OF REG. SERVICE

KIN W. L. L.

THE PLAN IS NOT A PLAN OF SUBDIVISION

WITHIN THE MEANING OF THE PLANNING ACT

PLAN 62R-11411

RECEIVED AND DEPOSITED

DATE 1990 09 17

MANAGER OF REG. SERVICE

KIN W. L. L.

THE PLAN IS NOT A PLAN OF SUBDIVISION

WITHIN THE MEANING OF THE PLANNING ACT

SCHEDULE				
PART	INSTRUMENT NO	LOT	PLAN	AREA
1	30673 BAR REM	6	REGISTRARS COMPLED PLAN 1479	105.9 m ²
2	31003 BAR			26.5 m ²

PLAN OF SURVEY.

PART OF LOT 6
REGISTRAR'S COMPILED PLAN 1479

IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

SCALE · 1 300

R G DOUGLAS ONTARIO LAND SURVEYOR
1991

WEST
147

STREET ROAD
P77-78, REG. A
MAIN REGIONAL
BY LAW NO

MAIN REGIONAL
BY LAW NO.

100

NORTH EAST CORNER, OF
NORTH EAST REGISTRAR'S
LOT 6 REG. PLAN 1479
COMPILED /

LONGWOOD
CHILD HYG. CLIN. '12

PART 2

SURVEYORS (PRACTICE) ACT

PLAN 62R-11779
RECEIVED AND DEPOSITED
DATE 1991 06 03.
L. Radley D.P.Y.
LAND REGISTAR GENERAL (RECEIVED)
DIVISION OF WESTWORTH, '62

I REQUIRE THIS PLAN TO BE DEPOSITED
UNDER THE REGISTRY ACT
DATE May 29/1991

FOR R. G. DOUGLAS
MANAGER OF FIELD SURVEY

CAUTION
THIS PLAN IS NOT A PLAN OF SUBDIVISION
WITHIN THE MEANING OF THE PLANNING



ROAD

METRIC DISTANCES SHOWN ON THIS PLAN
ARE IN METRES AND CAN BE CONVERTED TO
FEET BY DIVIDING BY 0.3048

PLAN OF SURVEY

OF

PART OF LOT 83 REGISTERED PLAN 703

IN THE

CITY OF HAMILTON

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

SCALE - 1 : 500



KIN M. LAU ONTARIO LAND SURVEYOR
1990



SCHEDULE

PART	INSTRUMENT NO.	LOT	REGISTERED PLAN	AREA
1	85829N S	83	703	58.6 m ²

PLAN 62R-11466

RECEIVED AND DEPOSITED

DATE 1990 10 24

L. Radley D.P.

LAND REGISTRAR FOR THE REGISTRY
DIVISION OF WENTWORTH (62)

I REQUIRE THIS PLAN TO BE DEPOSITED
UNDER THE REGISTRY ACT

DATE OCT. 24/1990

Kin M. Lau

KIN M. LAU O.L.S.
MANAGER OF LEGAL SURVEYS

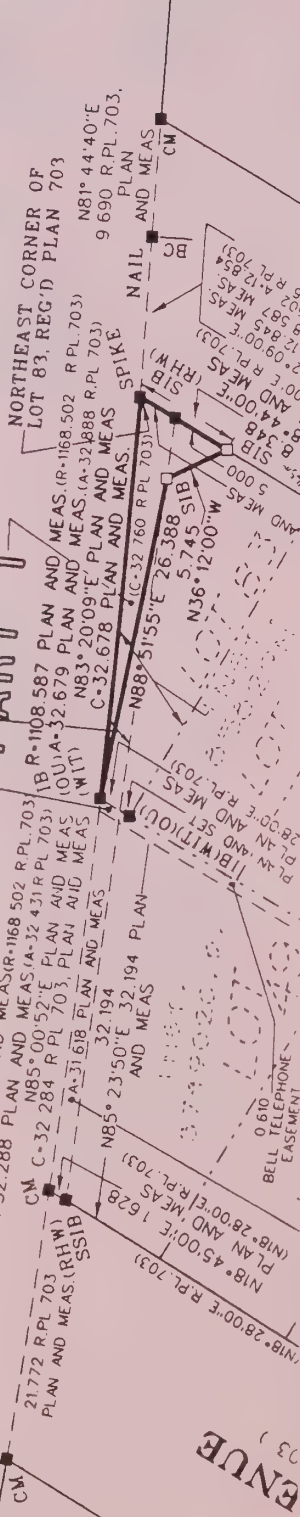
CAUTION

THIS PLAN IS NOT A PLAN OF SUBDIVISION
WITHIN THE MEANING OF THE PLANNING ACT

FORMERLY THE KINGS HIGHWAY NO. 23
(DEPOSITED PLAN No. 24 MISC.)

REGIONAL ROAD No. 147
MAIN STREET WEST
(BY BY-LAW No. R77-78, REG'D AS INST. 63527.C.D.)

PLAN 62R-11411 PART 2
PLAN 62R-11411 PART 3



26(ii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 15

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Sale of Land between 94 and 96 Salem Avenue
to Sheila Avery

RECEIVED

APR 15 1992

CITY CLERKS

RECOMMENDATION:

- a) That an Offer to Purchase executed by Sheila Avery on March 23, 1992, and scheduled for closing on or before July 6, 1992, for the purchase of a surplus parcel of land between 94 and 96 Salem Avenue, having a frontage along the westerly limit of Salem Avenue of 2.62 metres (8.595 feet), being triangular in shape, containing 31.3 square metres (336.92 square feet), shown as Part 2 on Plan 62R-7084, be approved and completed, and the funds derived from this sale of \$501.00 be credited to Account Number CH 59050 30001 (Outside Recoveries).
- b) That, as required, a deposit cheque in the amount of \$50.00 is being held by the City Treasurer, pending approval of this transaction.
- c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.


D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

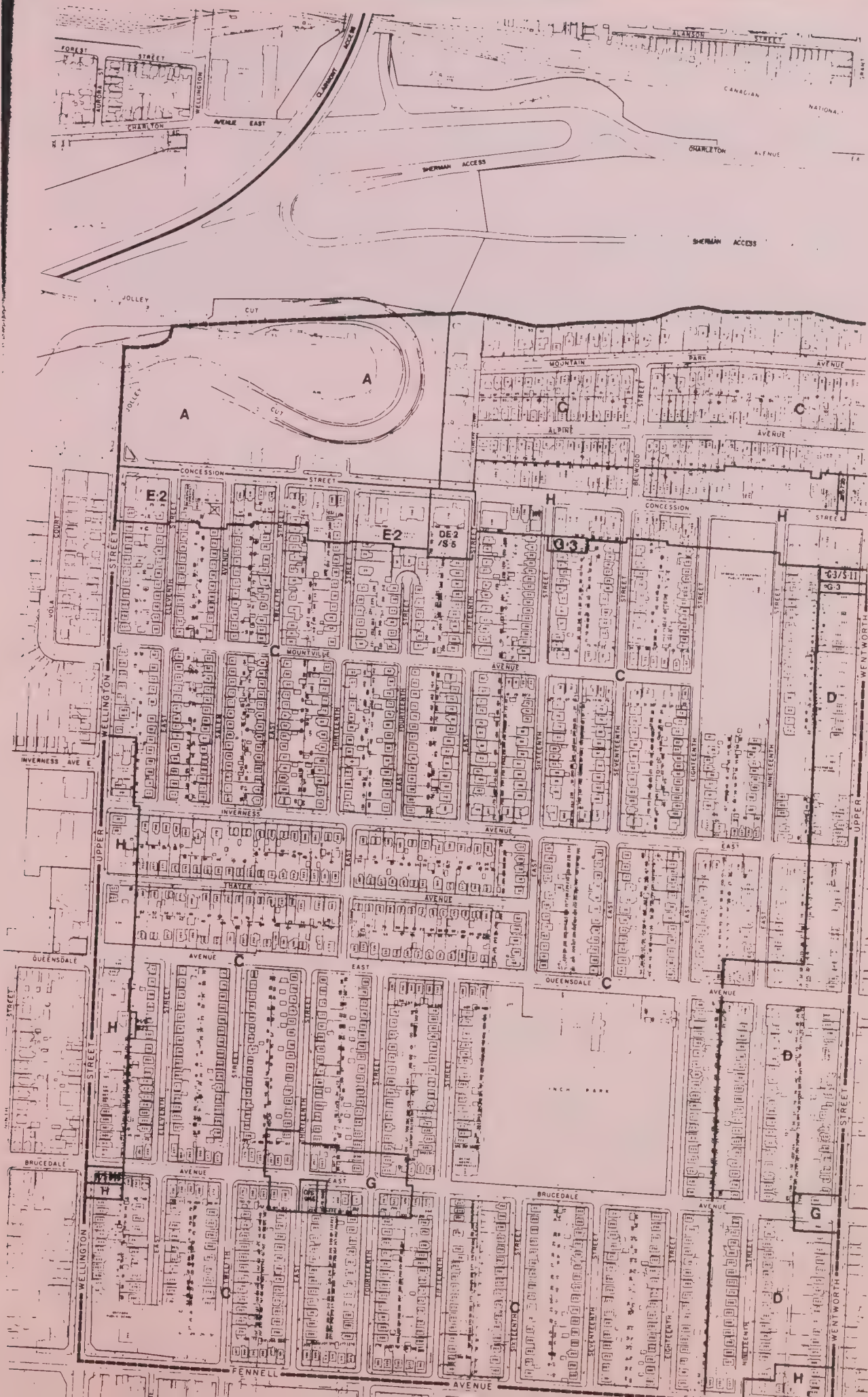
Subject parcel of land is surplus to municipal requirements and formed part of the Mountain Drain. The owner of 94 Salem Avenue has encroached on this small parcel for several years. The owner is now requesting to purchase this parcel in order to clear up this cloud on her title and sell the property at 94 Salem Avenue.

Attach.

c.c. P. Noé Johnson, City Solicitor

I. R. Hammel, Acting Treasurer

L. MacNeil, Property Clerk, Surveys



OFFER TO PURCHASE

I/We **SHEILA AVERY**

of the City of Hamilton

in the Regional Municipality of Hamilton-Wentworth hereinafter called the Purchaser,

hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,

hereinafter called the Vendor,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of **part of Mountain Drain, Clifton Survey, Registered Plan 589, having a frontage along the westerly limit of Salem Avenue of 2.62 metres (8.595 feet), being triangular in shape, containing 31.3 square metres (336.92 square feet) shown as Part 2 on Plan 62R-7084. Subject parcel is located between 94 and 96 Salem Avenue.**

at the price of **FIVE HUNDRED AND ONE**----- DOLLARS (\$501.00)
of lawful money of Canada, payable as follows:-

- (a) A deposit of **FIFTY**----- DOLLARS (\$50.00)
by certified cheque payable to the Vendor.
- (b) The balance of the purchase price namely **FOUR HUNDRED AND FIFTY-ONE** -----
----- DOLLARS (\$451.00)
with interest as hereinafter provided, and subject to adjustments, by certified cheque on the closing of this transaction.

Provided that this Offer to Purchase is subject to the following conditions:-

- 1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the **19th** day of **May** 1992, by a letter mailed or delivered to the Purchaser at **c/o Hines & Stevens, Barristers and Solicitors, 161 King Street West, Dundas, Ontario, L9H 1V3, Attention: Mr. David Stevens.**
- 2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.
- 3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.
- 4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.
- 5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.
- 6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.
- 7. This transaction shall be closed on or before the **6th** day of **July**, 1992.

8. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of dower rights and all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.
9. The Purchaser shall assume taxes, local improvements, water and sewer rates from the date set out in paragraph 7 hereof.
10. Pending completion of this transaction, the Vendor will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the Purchaser may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Offer whether accepted or not and have all monies theretofore paid returned without interest.
11. The deed or transfer is to be prepared at the expense of the Vendor. If the Vendor is a Trustee the deed or transfer is to contain trustee covenants only.
12. This agreement and its acceptance is to be read with all changes of gender or number required by the context.
13. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.
14. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.
15. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at this 23rd day of March 1992

SIGNED, SEALED AND DELIVERED) Sheila Avery (Seal)
in the presence of [Signature]) **SHEILA AVERY**
) _____ (Seal)
) _____ (Seal)
) _____ (Seal)

Name of Purchaser's Solicitor DAVID STEVEN'S

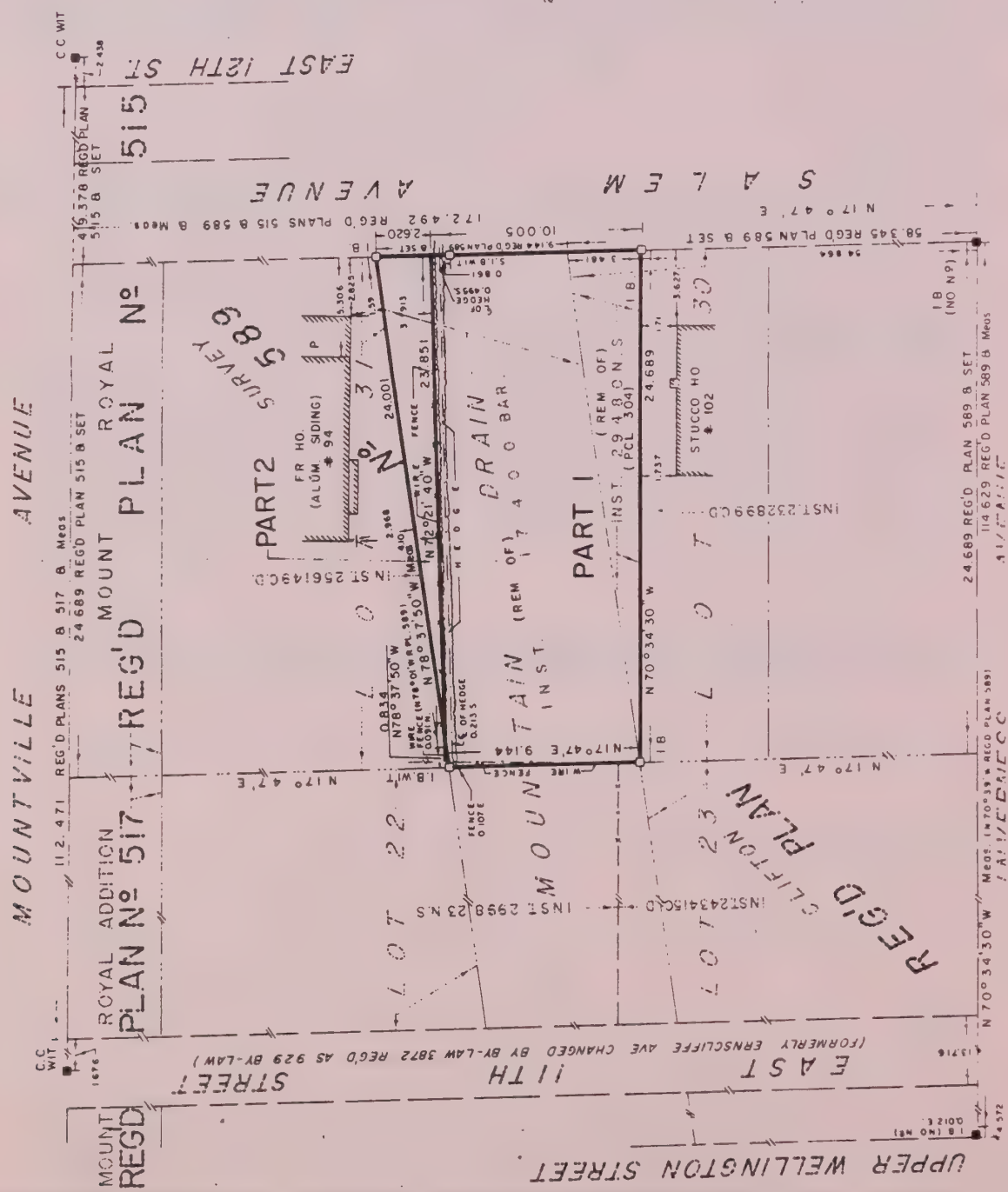
Address of Purchaser's Solicitor 161 KING ST W TORONTO

5/5/88

L9H103

2	17400 BAR (REM)	THE CORPORATION OF THE CITY OF HAMILTON	589	31.3 m ²	DATE: 1784 03 17
---	-----------------	---	-----	---------------------	------------------

PREPARED FOR THE CITY OF HAMILTON
 THE REGISTRY ACT
 DATE: Feb. 22, 1984
 M. A. CHIDLEY
 REGIONAL SURVEYOR



2 (b)(iii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 21

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

RECEIVED

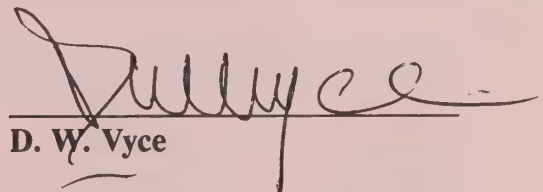
APR 21 1992

SUBJECT: City Lands Adjacent to Regional
Roads to be conveyed to the Regional
Municipality of Hamilton-Wentworth

CITY CLERKS

RECOMMENDATION:

- a) That Item 24 of the 23rd Report of the Board of Control, approved by City Council on April 24, 1979, be amended to include the attached Schedule of 13 properties to be conveyed to the Region for a nominal sum of \$1.00 for road widening purposes. The lands conveyed will all form part of the Regional road system.
- b) That the City Solicitor be authorized and directed to take the necessary action to finalize this transaction.


D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

The subject parcels of land are now adjacent to Regional roadways and are being conveyed to the Region at a nominal sum, to be incorporated into the Regional road system, as per policy established by Council on April 24, 1979 regarding conveyance of City lands adjacent to Regional roads. These parcels were acquired by the City through Land Severance, Dedication for road widening purposes, or lands acquired at some cost for road widening purposes but less than one-tenth of an acre in size.

The locations of the lands are as follows:

Parcel 1 - King Street East west of Mayhurst Avenue

Parcel 2 - Cannon Street between Wellington and West Avenue

Parcel 3 - Upper Sherman Avenue north of Stone Church

Parcel 4 - Rymal Road East

Parcel 5 - Mohawk Road east of Upper Kenilworth

Parcel 6 - Upper Paradise Road

Parcel 7 - Upper Paradise Road

* Parcel 8 - Burlington Street east of Kenilworth

Parcel 9 - Upper Wellington north of Limeridge

* Parcel 10 - King Street west of Parkdale

Parcel 11 - Upper Wentworth south of Stone Church

Parcel 12 - Stone Church Road East west of Quinn Avenue

Parcel 13 - Stone Church Road East west of Quinn Avenue

Parcel 14 - North\West corner Main and Kenilworth

Parcel 15 - South\West corner of Stone Church and Upper Wentworth

* Approved by City Council in 1979 but never conveyed.

Attach.

- c.c.
- P. Noé Johnson, City Solicitor
 - I. R. Hammel, Acting Treasurer
 - L. MacNeil, Property Clerk, Surveys
 - R. Roszell, Commissioner of Legal Services and Corporate Counsel

LANDS ADJACENT TO REGIONAL ROADS


J. R. JONES

Mr. D. Harrington, of the City Engineering Department, prepared a list of some 557 parcels of lands, in various sizes, which were previously owned by the City of Hamilton and which were now abutting Regional roads. In order to assist the Committee to reach a decision, he segregated these lands into six categories in which the following was agreed to. I should advise you that a detailed list of these properties is available if you wish to peruse it.

Category 1

213 Parcels of lands acquired by dedication for road widening purposes.

Recommendation: Transfer to the Region at no cost and be incorporated in the road allowance by Regional By-law.

Category 2

Approximately 174 parcels of lands acquired at some cost for road widening purposes. These lands are comprised of small parcels less than one-tenth of an acre.

Recommendation: Transfer to the Region at no cost and be incorporated in the road allowance by Regional By-law.

Category 3

Approximately 34 parcels of lands acquired at some cost for road widening purposes. It should be noted that these parcels would be in excess of one-tenth of an acre.

Recommendation: Transfer to the Region at no cost and be incorporated in the road allowance by Regional By-law, with the following understanding as agreed to by Mr. Phillips of the City and Mr. Schweinbenz of the Region:

- (1) Woodward at C.N. Mainline - All properties acquired for the grade separation are to be transferred to the Region and incorporated in the road allowance.
- (2) Barton Street, north side between Woodward and Talbot - The City wishes to retain the northerly 26 feet of the lot as part of its commitment to the residents. Accordingly, the Treasury Departments will recommend an allocation of the debenture costs.
- (3) Barton Street at Campbell Curling - The Right-of-Way Widening would be transferred to the Region.
- (4) Mohawk and West 5th Street - The Right-of-Way Widening is to be transferred to the Region. It was noted that the City is currently selling the excess lands and will retain the funds.

LANDS ADJACENT TO REGIONAL ROADS - Page 2Category 4

Approximately 4 parcels of lands acquired at cost for road purposes but contain lands in excess of those which may be required for road purposes.

Recommendation: Transfer of these lands to the Region at no cost and be incorporated in the road allowance by Regional By-law, after taking into account the following additional recommendations as agreed to by Mr. Phillips and Mr. Schweinbenz:

- (1) Mountain Brow Boulevard at Albion Falls - The City wishes to retain all lands south of the suggested street line. The Region agrees to this and accepts the proposed street line - as defined by D. Harrington and H. O. Schweinbenz at their site meeting on 79 03 28.
- (2) Dartnall Road and Rymal Road - The City wishes to retain all lands not required for road allowance by the Region. The Region accepts this and asks that 120' Right-of-Way's be set aside for Rymal Road and Dartnall Road with provision for a daylight corner.

Category 5

Lands acquired not specifically for roadway purposes. There were two parcels of lands in this category and it has been agreed that these lands should be retained by the City and, if by chance they are required by the Region at some future date for road purposes, they would be sold at market value.

Category 6

Approximately 130 parcels of lands owned by the City upon which, either in total or part, roadways exist but the land was never officially incorporated into the road allowance.

Considerable discussion took place on this category because of the nature of the projects and who should assume the responsibility for lands that may be in excess of those required for road allowances, i.e. Claremont Access and East End Mountain Access. Prior to 1977, the City in addition to maintaining these accesses had also undertaken a limited program of landscaping the area. By mutual agreement, we continued to pay the cost related to landscaping the adjacent areas and the Region had assumed the cost related to the roads.

Recommendation: These lands be transferred to the Region at no cost in accordance with the following proposal as agreed to by Mr. Phillips and Mr. Schweinbenz:

LANDS ADJACENT TO REGIONAL ROADS - Page 3

Category 6 - Continued

Recommendation: Continued

(1) Claremont Hill Mountain Access Road

Region to assume responsibility for all work and cost associated with the roadways and that the City would assume responsibility for the hillside including reforestation, beautification, etc. The City to prepare guidelines to define the responsibilities of the Region and City. Efforts will be made to define street lines.

(2) East End Access - King St. to Mountain Brow Blvd.

Region to assume responsibility for all work and cost associated with the roadways and that the City should assume responsibility for the hillside including reforestation, beautification, etc. The City to prepare guidelines to define the responsibilities of the Region and City. Efforts will be made to define street lines.

(3) Q.E.W. Connections - Parkdale Ave. to Q.E.W.

Lands to be transferred to the Region except for the surplus lands that were purchased from "Schwenger" on the north side of Leaside Ave., east of Dunn Avenue. The City to retain these lands until the requirements of the Region are known. If the lands are required by the Region the lands will be sold by the City to them at market value.

(4) Confederation Drive - Centennial Parkway to Nash Road

Lands for this roadway to be transferred to the Region.

(5) Burlington Street/Industrial Drive

Lands to be deeded to Region when possible except for the following:

- (a) Surplus lands at Stapleton Avenue and Kenilworth Avenue to be retained by the City.
- (b) Strip of land on north side of Burlington Street from Plymouth to Depew Street - Of the total width of 20 feet, 18 feet to be retained by the City and 2 feet to be transferred to the Region.

LANDS ADJACENT TO REGIONAL ROADS - Page 4

Category 6 - Continued

While the above recommendations were made jointly, it was also understood, and it should be noted for future reference:

- (1) It was agreed that in the transfer of these lands to the Region, the Regional Municipality would assume all outstanding debt charges.
- (2) It was further agreed that if any lands were retained by the City, and had been acquired by the issuance of debentures, the City would assume their fair portion of the outstanding debt.
- (3) It was also agreed that if any of these lands were determined not to be required for road purposes and should be sold by the Region sometime in the future, the proceeds from the sale of the lands would be returned to the City unless the Region, when assuming these lands, had also paid the outstanding debt charges.
- (4) While to the best of our understanding there are no lands being transferred with outstanding debt charges, which were likely to be sold in the future, it was understood that if these excess lands were sold, the proceeds would be shared on the ratio of the debt charges paid by each municipality and providing the lands were sold prior to the maturity of the debenture issue.
- (5)
 - (a) The City will assume all costs related to surveying, drafting, and preparation of plans and descriptions.
 - (b) The Region will assume all costs related to Registration Fees and preparation of all Deeds.

Additional Property Identifier(s) and/or Other Information

Those lands located in the City of Hamilton, in the Regional Municipality of Hamilton-Wentworth and the Province of Ontario and described as follows:

- Parcel 1 -** Part of Lot 33, Concession 3, geographic Township of Saltfleet and described as Part 2 according to a reference plan received and deposited in the Land Registry Office at Hamilton as Plan 62R-1726.
- Parcel 2 -** Part of Lot 1, in the block bounded by West Avenue, Cannon, Wellington and Robert Streets on Registered Plan No. 199 and described as Part 3 according to a reference plan deposited in the said Registry Office as Plan 62R-2432.
- Parcel 3 -** Part of Lot 8, Concession 7, geographic Township of Barton and described as part 3 according to a reference plan deposited in the said Registry Office as Plan 62R-1674
- Parcel 4 -** Part of Lot 1, Concession 1, geographic Township of Glanford and described as Part 2 according to a reference plan deposited in the said Registry Office as Plan 62R-2838
- Parcel 5 -** Part of Lot 2, Concession 6, geographic Township of Barton and described as Part 1 according to a reference plan deposited in the said Registry Office as Plan 62R-7619.
- Parcel 6 -** Part of the road allowance between Concessions 6 and 7, geographic township of Barton, closed by By-law 76-97 and registered as Instrument No. 8601 C.D. and more particularly described as Part 1 according to a reference plan received and deposited in the said Registry Office as Plan 62R-2785.
- Parcel 7 -** Part of Lot 21, Concession 7, geographic Township of Barton and described as Part 2 according to a reference plan received and deposited in the Land Registry Office at Hamilton as Plan 62R-2389.

Additional Property Identifier(s) and/or Other Information

Parcel 8- Firstly

All and singular that certain parcel or tract of land and premises, situate, lying and being in the City of Hamilton, Regional Municipality of Hamilton-Wentworth, in the Province of Ontario, and being composed of part of Lots 1 and 2, Broken Front Concession, Township of Barton and part of the road allowance between the Broken Front and First Concessions of the Township of Barton (now closed by City of Hamilton By-Law Number 6301 dated September 28, 1948 and registered as No., 1223 on November 5, 1948) and which said parcel may be more particularly described as follows:

Premising that all bearings used herein and derived from the Ontario Co-ordinate System, Zone 10, Central Meridian 79 degrees 30 minutes West Longitude.

BEGINNING at the southwest angle of Lot 2, Broken Front Concession Township of Barton.

THENCE North 17 degrees 27 minutes and 30 seconds East along the western limit of Lot 2 ten point zero feet (10.0').

THENCE South 71 degrees 13 minutes and 30 seconds East along the northern limit of Burlington Street as established by City of Hamilton By-Law Number 4573 dated January 30, 1934, and registered as No. 1066 on February 22, 1934, eight hundred point one seven feet (800.17') to the south-west angle of the lands of the Grantor, the said point being the point of commencement of the herein described parcel of land.

THENCE South 71 degrees 13 minutes and 30 seconds East along the northern limit of Burlington Street as established by City of Hamilton By-Law Number 4573 dated January 30, 1934, and registered as No. 1066 on February 22, 1934, two hundred and thirty point eight three feet (230.83').

THENCE North 18 degrees 46 minutes and 30 seconds East along a limit of Burlington Street according to City of Hamilton By-Law Number 10040 dated April 30, 1963, and registered as No. 232876 H.L. on May 2, 1963, three point zero feet (3.0').

THENCE South 76 degrees 24 minutes East along the northern limit of Burlington Street as widened by the said By-Law No. 10040, registered as No. 232876 H.L. on May 2, 1963, three hundred and seventy-one point seven five feet (371.75') to the south-east angle of the lands of the Grantor.

THENCE North 17 degrees 27 minutes and 30 seconds East along the eastern limit of the lands of the Grantor twenty-five point two four feet (25.24').

THENCE North 82 degrees 26 minutes West one hundred and forty-four point two seven feet (144.27').

THENCE North 76 degrees 24 minutes West two hundred and twenty-nine point one three feet (229.13').

THENCE North 73 degrees 42 minutes and 20 seconds West two hundred and thirty-one point one one feet (231.11') to a point in the western limit of the lands of the Grantor.

THENCE South 17 degrees 27 minutes and 30 seconds West along the western limit of the lands of the Grantor three point zero feet (3.0') to the point of commencement.

Additional Property Identifier(s) and/or Other Information

Parcel 8 - Firstly (Continued)

The herein described parcel of land being shown outlined in red on print of Plan No. SS-836 Surveys attached to Instrument Number 138926 A.B. and containing by admeasurement 0.1531 acres be the same more or less.

Parcel 8 - Secondly

All and Singular that certain parcel or tract of lands and premises, situate, lying and being in the City of Hamilton, in the Regional Municipality of Hamilton-Wentworth, in the Province of Ontario, and being composed of part of Lot 2 in the First Concession of the Township of Barton and which may be more particularly described as follows:

COMMENCING at the intersection of the southern limit of Burlington Street as widened by By-Law 10040 dated April 30, 1963, and registered as No. 232876 H.L. on May 2, 1963, with the western limit of Tire Street as established by By-Law 10054 dated May 14, 1963, and registered as No. 234366 H.L. on May 16, 1963.

THENCE North 71 degrees 13 minutes and 30 seconds West along the southern limit of Burlington Street according to the said By-Law 10040, registered as No. 232876 H.L., eight hundred and forty-nine point four six feet (849.46').

THENCE South 54 degrees 47 minutes and 45 minutes West according to the said By-Law 10040, registered as No. 232876 H.L., forty-nine point four two feet (49.42').

THENCE South 70 degrees 51 minutes and 30 seconds East seven hundred and fifty-three point seven zero feet (753.70').

THENCE South 45 degrees 04 minutes and 30 seconds East ninety point zero two feet (90.02').

THENCE South 19 degrees 17 minutes and 30 seconds East seventy-seven point zero two feet (77.02') to the intersection of the north limit of Beach Road with the western limit of Tire street as established by By-Law 10054, registered as No. 234366 H.L.

THENCE North 17 degrees 27 minutes and 30 seconds East along the western limit of Tire Street as established by By-Law 10054, registered as No. 234366 H.L., one hundred and forty-five point three three feet (145.33') to the point of commencement.

The herein described parcel of land being shown outlined in red on Plan No. SS-836 Surveys attached to Instrument Number 138926 A.B. and containing by admeasurement 0.9626 acres be the same more or less.

Additional Property Identifier(s) and/or Other Information

Parcel 8 - Thirdly

All and Singular that certain parcel or tract of land and premises, situate, lying and being in the City of hamilton, in the Regional Municipality of Hamilton-Wentworth, and being composed of part of Lot 2 in the First Concession of the Township of Barton and which may be more particularly described as follows:

COMMENCING at the intersection of the southern limit of Burlington Street as widened by By-Law 10040 dated April 30, 1963, and registered as No. 232876 H.L. on May 2, 1963, with the eastern limit of Tire Street as established by By-Law 10054 dated May 14, 1963, and registered as No. 234366 H.L. on May 16, 1963.

THENCE South 77 degrees 03 minutes East along the southern limit of Burlington Street as widened by the said By-Law 10040, registered as No. 232876 H.L., two hundred and ninety-five point eight three feet (295.83').

THENCE South 18 degrees 46 minutes and 30 seconds West twenty point zero eight feet (20.08') to the North limit of Beach Road.

THENCE South 84 degrees 43 minutes West along the northern limit of Beach Road twenty-five feet (25').

THENCE North 82 degrees 08 minutes and 30 seconds West one hundred and seventy point six eight feet (170.68').

THENCE North 76 degrees 58 minutes and 15 seconds West one hundred and twenty-three point four four feet (123.44') to a point in the eastern limit of Tire Street as established by By-Law 10054, registered as No. 234366 H.L.

THENCE North 17 degrees 27 minutes and 30 seconds East along the eastern limit of Tire Street according to the said By-Law 10054, registered as No. 234366 H.L., twenty-five feet (25').

THENCE North 63 degrees 05 minutes and 30 seconds East along the eastern limit of Tire Street according to the said By-Law 10054, registered as No. 234366 H.L., twenty-seven point nine six feet (27.96') to the point of commencement.

The herein described parcel being shown outlined in red on Plan No. SS-836 Surveys attached to Instrument Number 138926 A.B. and containing by admeasurement 0.2671 acres be the same more or less.

AND SUBJECT TO an agreement between The Firestone Tire & Rubber Company of Canada Limited and Hydro Electric Power Commission of Ontario dated the 30th day of November, 1930 and registered in the Registry Office for the Registry Division of Wentworth on the 11th day of February, 1931 as Number 862 N.S.

Firstly, secondly and thirdly, as lastly described in Instrument No. 138926 A.B.

Additional Property Identifier(s) and/or Other Information

- Parcel 9 - Part of Lot 13, Concession 6, geographic Township of Barton and described as Part 4 according to a reference plan received and deposited in the said Land Registry Office as Plan 62R-6392.
- Parcel 10 - The northerly ten feet (10') in the perpendicular width of Lots 12 and 13, Registered plan No. 494, as lastly described in Instrument Number 252325 A.B.
- Parcel 11 - Part of Lot 10, Concession 8, geographic Township of Barton and described as parts 1, 2 and 3 according to a reference plan deposited in the said Land Registry Office as Plan 62R-4317.
- Parcel 12 - Part of Lot 2, Registered Plan No. 1004 and described as Part 5 according to a reference plan deposited in the said Registry Office as Plan 62R-2651.
- Parcel 13 - Part of Lot 1, Registered Plan No. 1004 and described as Part 4 according to a reference plan deposited in the said Registry Office as Plan 62R-2651.
- Parcel 14 - Part of Lot 16, Registered Plan 522, designated as Part 14, on Plan 62R-11511.
- Parcel 15 - Parcel 11-2, Section Bar. 8(c), being that part of Lot 11, Concession 8, in the geographic Township of Barton, designated as Part 2 on Plan 62R-8509, being the remainder of the said parcel.

Note: Parcels 8 and 10 - Conveyance approved by City Council in 1979 - But never conveyed.

PLAN
OF PART OF
LOTS 1 & 2

BLOCK BOUNDED BY WEST AVE. CANNON, WELLINGTON & ROBERT STS

REGISTERED PLAN No 199

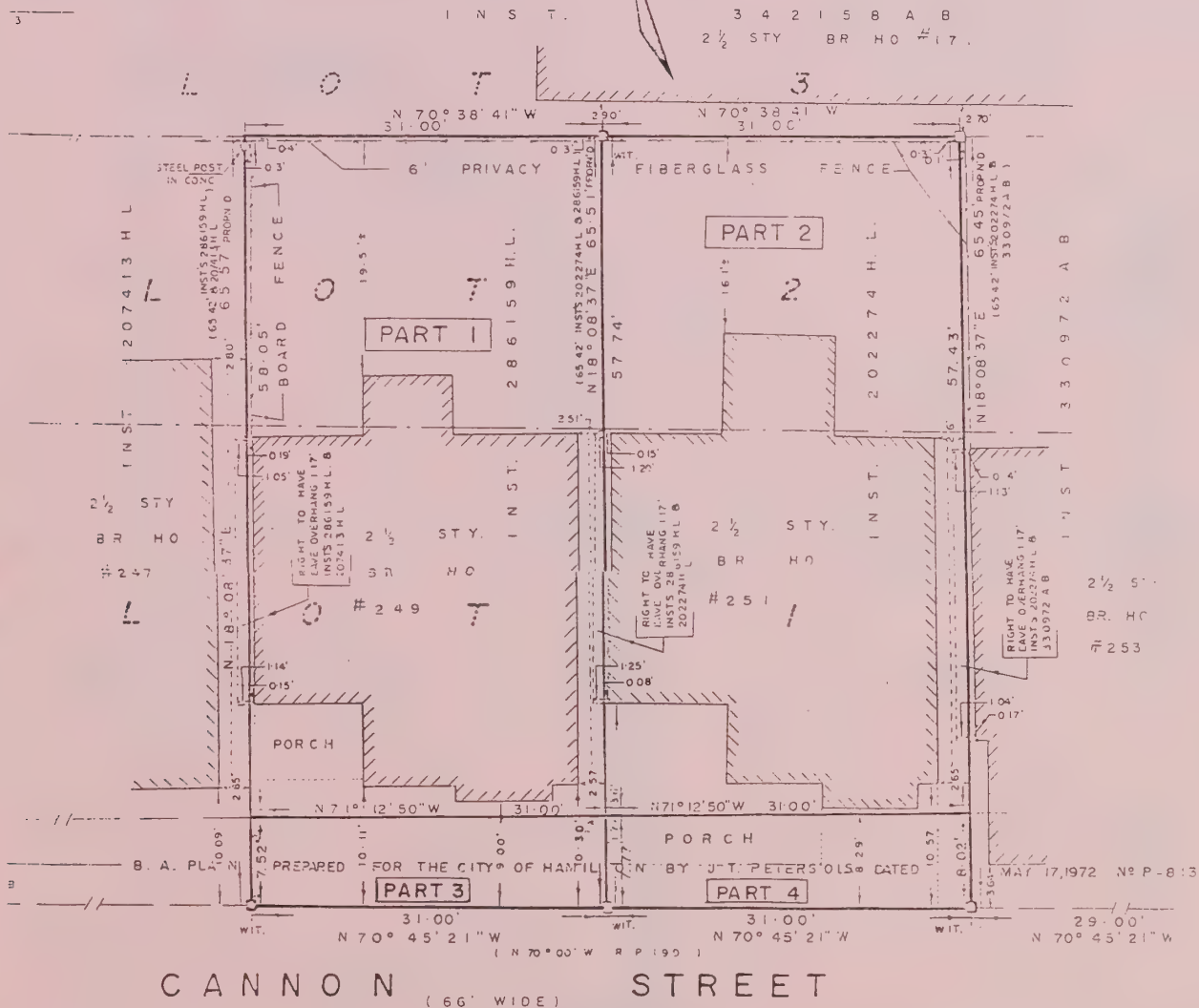
IN THE
CITY OF HAMILTON

REGIONAL MUNICIPALITY OF
HAMILTON - WENTWORTH

SCALE : 1 INCH = 10 FEET

A.T. McLAREN, O.L.S. - 1975

SCHEDULE		OWNER	INST No	AREA	FLA
PART	LOT: R P				
1	PT	VAN GRADIC	283159	1704 sq	
3	OF 199	KATICA GRDIC	202274	1765 sq	
2	1B	(JOINT TENANTS)	202274	1765 sq	
4	2		HL	2435 sq	



<p>E ASTRONOMIC IN NATURE REFERRED TO THE NLY LIMIT ST AS SHOWN ON A PROPOSED D FOR THE CITY OF HAMILTON TED MAY 17, 1972 AS BEING W.</p>		<p>SURVEYOR'S CERTIFICATE I HEREBY CERTIFY THAT 1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE REGISTRY ACT AND THE REGULATIONS MADE THEREUNDER. 2. THE SURVEY WAS COMPLETED ON THE 13th DAY OF JAN., 1975. ADDITION: JUNE 3, 1975 FEB 7, 1975 DATE A.T. McLAREN, O.L.S.</p>		<p>A.T. McLAREN ONTARIO LAND 65 KING ST. EAST, N2T-8S39</p>	
<p>T.S.B. & D. - DENOTES SET 19.0</p>		<p>Drawn L.K. Checks G.G. Scale 1"</p>			

2

PLAN
 SHOWING
PART OF LOT 8 CONCESSION 7
 TOWNSHIP OF BARTON
 IN THE
CITY OF HAMILTON
 NOW IN THE
 REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
 SCALE = 1" = 100'
 J. DAVID PETERS O.L.S.
 1974

RECEIVED AND DEPOSITED AS:

PLAN 62R-1674

DATED: May 7, 1974

Robert R. R. R.
 LAND REGISTRAR FOR THE REGISTRY
 DIVISION OF WENTWORTH

REQUIRE THIS PLAN TO BE DEPOSITED UNDER
 PART II OF THE REGISTRY ACT.

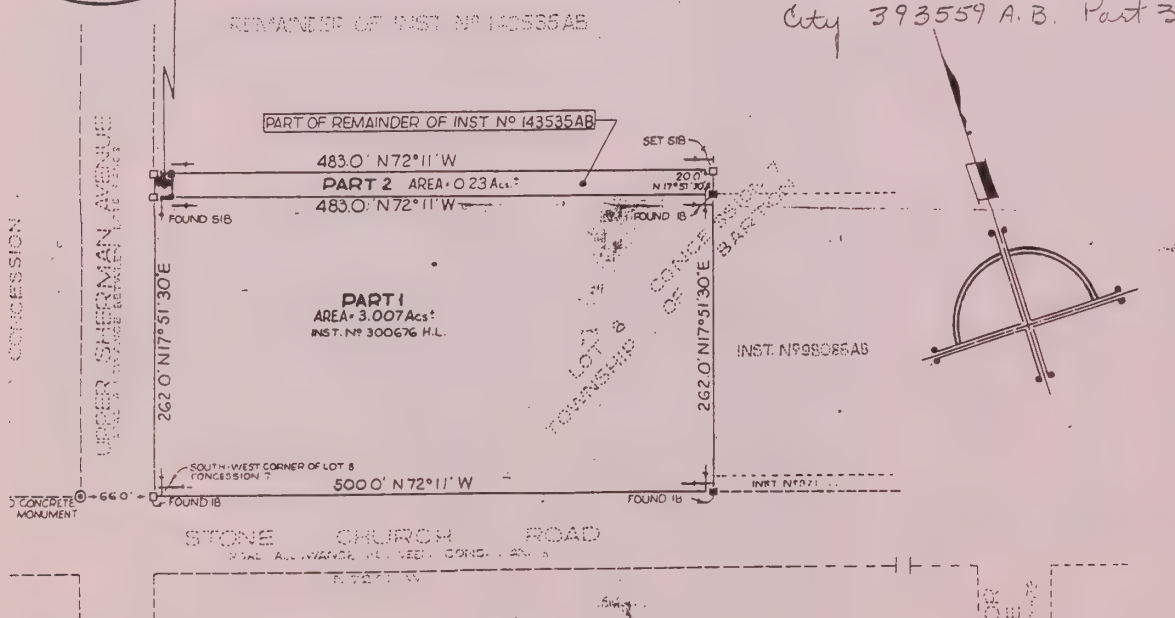
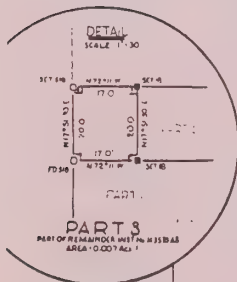
DATED: MAY 6, 1974

G. J. O. Peters
 DAVID PETERS O.L.S.

Y-16147

CAUTION

THIS PLAN IS NOT A PLAN OF SUBDIVISION WITH-
 IN THE MEANING OF SECTION 29, 32 OR 33
 OF THE PLANNING ACT



SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

THE SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE
 WITH THE SURVEYS ACT AND THE REGISTRY ACT AND THE
 CONDITIONS MADE THEREUNDER.

THE SURVEY WAS COMPLETED ON THE 10th DAY OF APRIL 1974.

DATED, APRIL 30, 1974

G. J. O. Peters
 DAVID PETERS O.L.S.

LEGEND:

SIGN THUS ■ IB DENOTES 1/8" 50 IRON BAR
 SIGN THUS D SIB DENOTES 1" 50 IRON BAR

THE BEARINGS SHOWN HEREON ARE ASSUMED ASTRONOMIC AND ARE
 REFERRED TO THE NORTHERN LIMIT OF THE ROAD ALLOWANCE
 BETWEEN CONCESSIONS 7 & 8 ON A COURSE OF N 72° 11' W

MACKAY & MACKAY & PETERS
 ONTARIO LAND SURVEYORS
 HAMILTON - ONTARIO

PLAN

SHOWING
NOW IN THE

PART OF LOT 1 CONCESSION 1 IN THE FORMER, TOWNSHIP OF GLANFORD

CITY OF HAMILTON

IN THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

SCALE 1" = 50'
DAVID PETERS OLS.
1976

RYMAL ROAD

ROAD ALLOWANCE BETWEEN THE TOWNSHIPS OF BARTON AND GLANFORD
THE KING'S HIGHWAY No 53.

DEPOSITED PLAN No. 146 MISC.

NORTH-WESTERN
CORNER OF
LOT 1, CON. 1.

73.29' N 10° 55' W
109.68' N 10° 55' E
17.57' N 10° 55' E
CH 441.19 CH BR. - N 61° 54' 48" W ARC - 441.65' R - 280.01' S
CH 441.19 CH BR. - N 61° 54' 48" W ARC - 441.65' R - 280.01' S
CH 441.19 CH BR. - N 61° 54' 48" W ARC - 441.65' R - 280.01' S



PART 1
INST. NO. 257176 AB



RECEIVED AND DEPOSITED AS:
PLAN 62R-2838

DATED: Feb 16, 1976

Clara Whit
LAND REGISTRAR
FOR THE REGISTRY DIVISION OF WENTWORTH

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER
PART II OF THE REGISTRY ACT.

DATED: FEB. 6/1976

David Peters

J. DAVID PETERS OLS.

CAUTION

THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN
THE MEANING OF SECTION 23.32, OR 33, OF THE
PLANNING ACT.

10 CM (IN)
10 CM (IN)
10 CM (IN)
10 CM (IN)
10 CM (IN)
10 CM (IN)
10 CM (IN)
10 CM (IN)
10 CM (IN)
10 CM (IN)

242.97' MEAS. N 77° 42' W

33.23' (MEAS.)

134.00'

17.16' N 20° 32' 15" E

37.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

17.83' x 33.00'

BETWEEN THE TOWNSHIPS OF GLANFORD AND ANCASTER

4

N^o 115
 CONCESSIONS 5 0 0

28



1985

SCHEDULE					
PART	LOT	CON	TOWNSHIP	OWNER	INSTRUMENT
1					
2					
3					
4	21	7	BARTON	ROBERT SHELLEY	310545 A.B.
5				CONSTRUCTION LIMITED	
6					
7					
8					

RECEIVED AND DEPOSITED AS

PLAN 62R-2389

DATE May 28, 1975

Gerride Marshall
Duty LAND REGISTRAR FOR THE REGISTRY
DIVISION OF WENTWORTH

REQUIRE THIS PLAN TO BE DEPOSITED UNDER
PART II OF THE REGISTRY ACT

DATE 27, 1975

Lawrence
LAWYER DAWSON

REFERENCE PLAN

SHOWING

OF LOT 21-CONCESSION 7

MERLY IN THE TOWNSHIP OF BARTON

NOW IN THE

CITY OF HAMILTON

MUNICIPALITY OF HAMILTON-WENTWORTH

SCALE 1"=60'

A.J. CLARKE O.L.S. 1975

ALLOWANCE BETWEEN CONCESSIONS 6 AND 7

FO CONCRETE MONUMENT

NORTH EAST CORNER OF LOT 21, CONCESSION 7



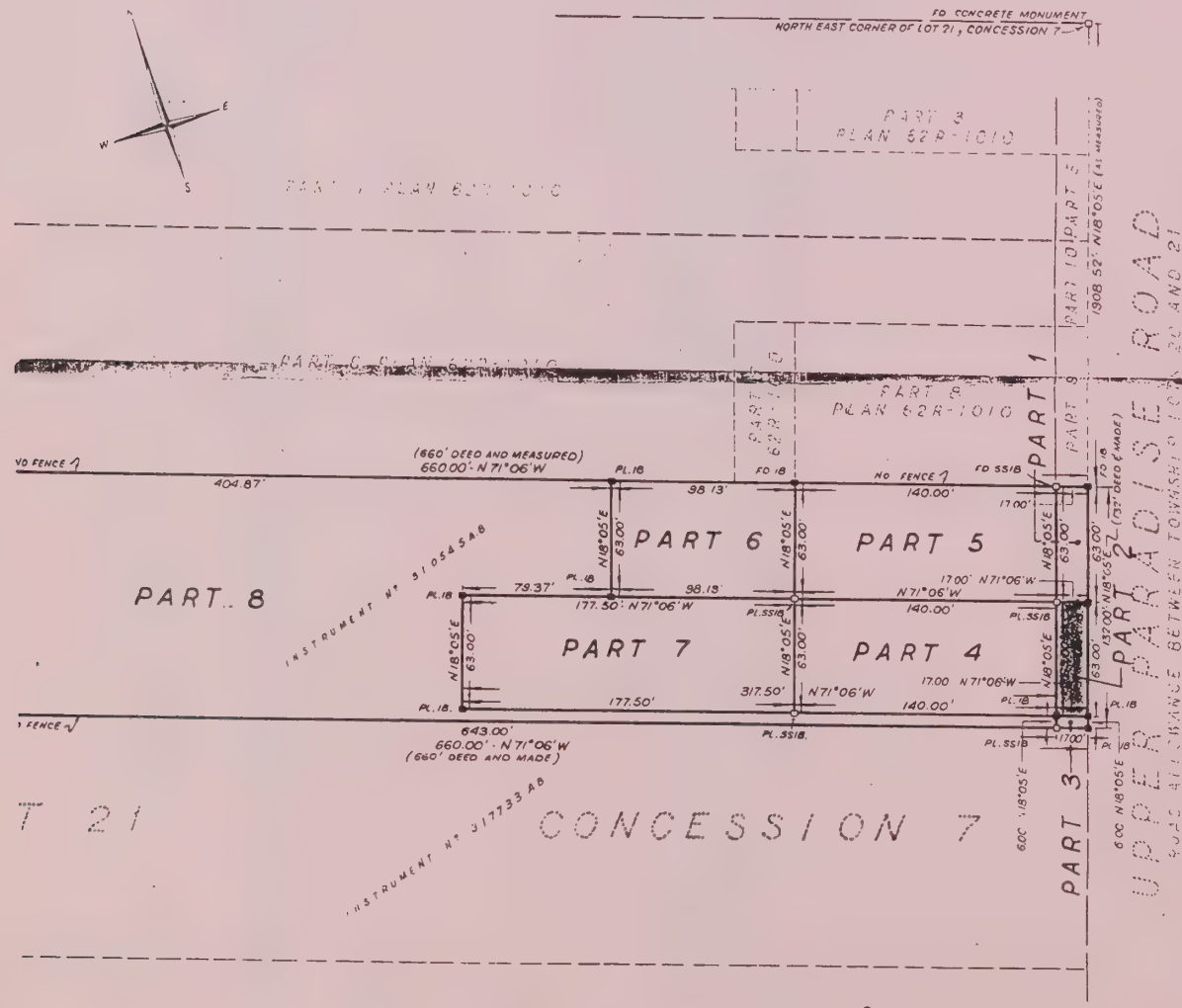
PART 1 PLAN 62R-1010

PART 3
PLAN 62R-1010

PART 10 PART 5
1908 52' N18°05'E (AT MEASURED)

ROAD

UPPER PARADISE
600' N18°05'E
600' ALLOWANCE BETWEEN TOWNSHIP 10 AND 21



Surveyor's Certificate:

- HEREBY CERTIFY THAT:
- THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT AND THE REGISTRY ACT AND THE REGULATIONS MADE THEREUNDER.
- THE SURVEY WAS COMPLETED ON THE 19 DAY OF MAY 1975
- DATED AT HAMILTON ON THE 27 DAY OF MAY 1975.

A.J. Clarke O.L.S.
A.J. CLARKE

Caution:

THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF SECTION 29, 32 OR 33 OF THE PLANNING ACT, R.S.O. 1970 CHAPTER 349 AS AMENDED.

A.J. Clarke

1975-10-19

7

LOT 13

STREET

CONCESSION

48754 BAK

INST. No

2.962

10.4306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

1.64306

LAST REGD OWNER S WASSERMAN -
REPUTED OWNER CORP OF THE CITY
OF HAMILTON BY DEED DATED NOV
19, 1956 FROM WASSERMAN TO THE
CORP OF THE TWP OF BARTON - UNREGD

RAIL ALLOWANCE BETWEEN CONCESSIONS 6 & 7

62R-6392

PART 5

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

20.24

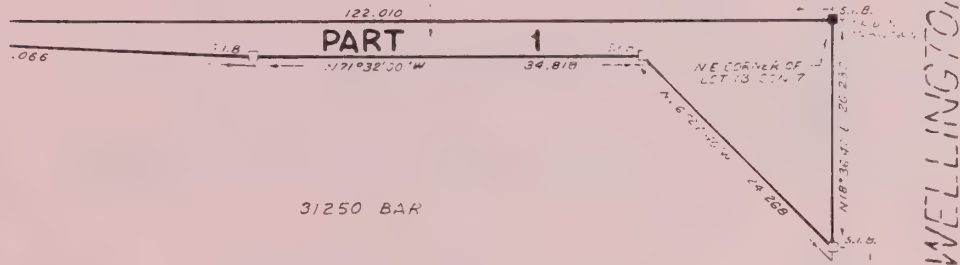
20.24

20.24

20.24

20.24

20.24



CONCESSION

LOT 13

TOWNSHIP

OF

UPPER

METRIC

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND
CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

S.I.B.
BENT
SAID
UNKNOWN

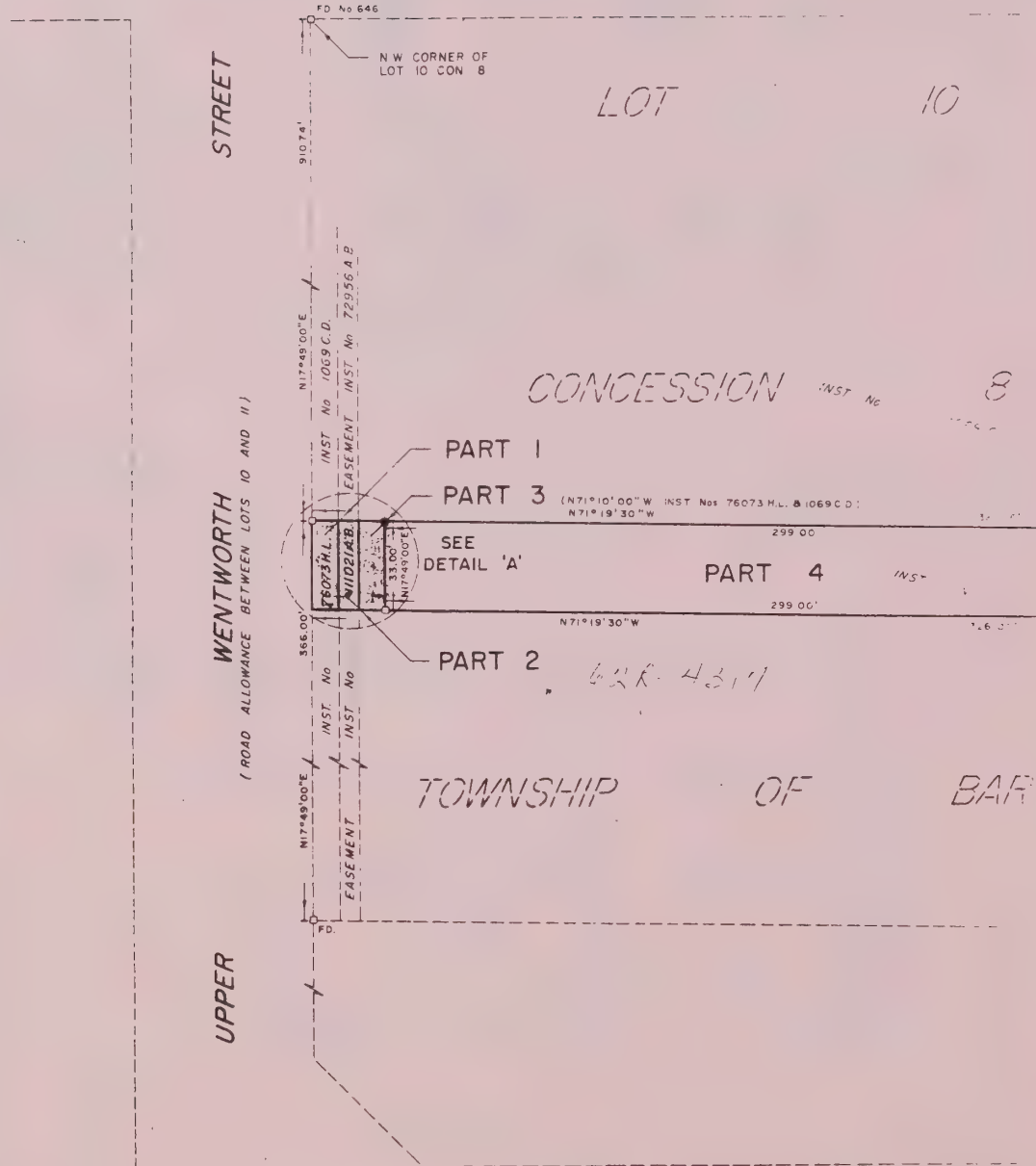
S.I.B.
BENT
SAID
UNKNOWN

S.I.B.
ORIGIN
UNKNOWN

STONE

CHURCH



(ROAD ALLOWANCE BETWEEN CONCESSIONS 7 AND 8)



RYMAL

(ROAD ALLOWANCE BETWEEN TOWNSHIPS B

LEGEND

SIGN THUS  DENOTES A STANDARD IRON BAR 1" x 1" x 4'
SIGN THUS  DENOTES A ROUND IRON BAR 3/4" x 2'
PL. = PLANTED, FD. = FOUND, WIT. = WITNESS

NOTE

SURVEY

HERE

THIS
THE

LE	INSTRUMENT	AREA
		4,463 SQ. FT.
		6,232 SQ. FT.
AND NO	209860A.B	7,800 SQ. FT.
		465 SQ. FT.
BY		455 SQ. FT.
Q.		2,000 SQ. FT.
TAD	373776 A.B.	4,463 SQ. FT.
TAD		2,231 SQ. FT.

REFERENCE PLAN
SHOWING
LOTS 1 AND 2 - QUINN SURVEY
REGISTERED PLAN N° 1004
IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
SCALE: 1"=40'
A. J. CLARKE O.E.S. 1975

RECEIVED AND DEPOSITED AS

PLAN 62R-2651

DATE: 22 Oct 1975

Collette Murphy
LAND REGISTRAR FOR THE REGISTRY
DIVISION OF WENTWORTH (N° 62)

I REQUIRE THIS PLAN TO BE DEPOSITED
UNDER PART II OF THE REGISTRY ACT.

DATE: OCTOBER 3, 1975

George Proulx
GEORGE PROULX

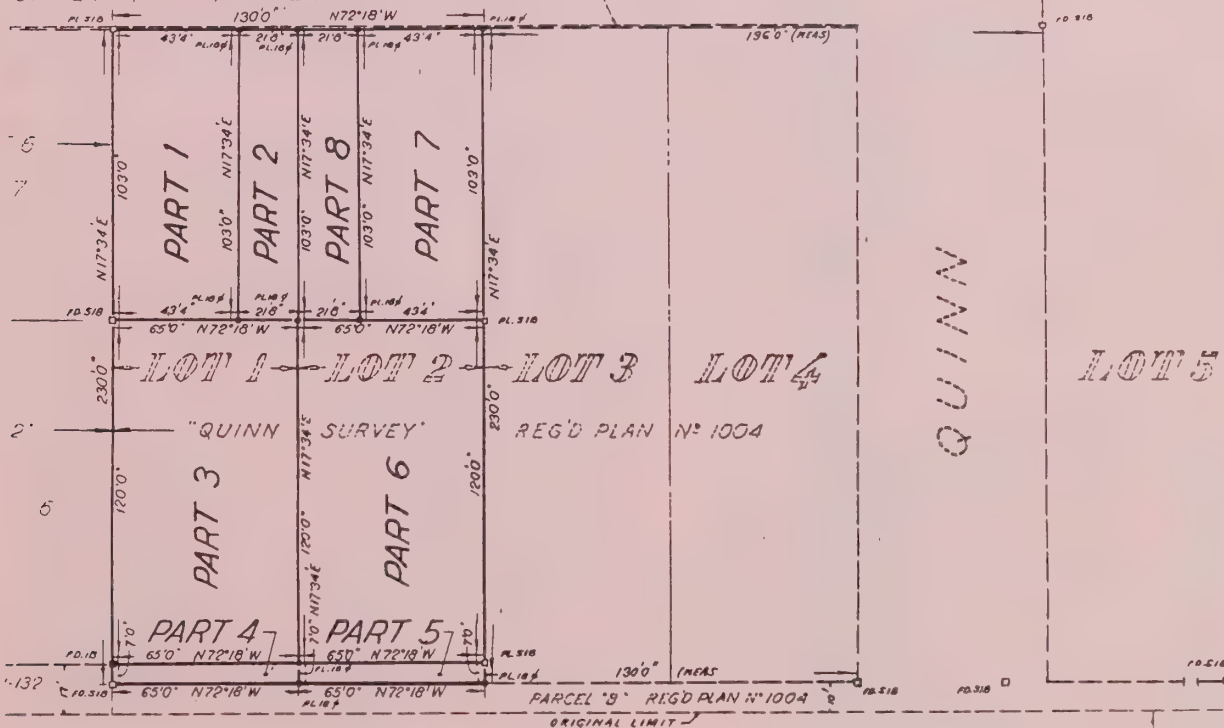
QUEENSWAY MANOR (PHASE 3) PLAN M-135

32 31 30 29

RIDLEY DRIVE

ESTABLISHED ACCORDING TO REGD PLAN N° M-135

CK "EX" (RESERVE) REGD PLAN N° M-135



STONE CHURCH ROAD EAST

ROAD ALLOWANCE BETWEEN CONCESSIONS 7 AND 8

Surveyor's Certificate:

I HEREBY CERTIFY THAT:
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE
SURVEYS ACT AND THE REGISTRY ACT AND THE REGULATION MADE THEREUNDER.
2. THE SURVEY WAS COMPLETED ON THE 3RD DAY OF OCTOBER 1975
HAMILTON - ONTARIO

OCTOBER 3, 1975
DATE

A. J. CLARKE

Caution:

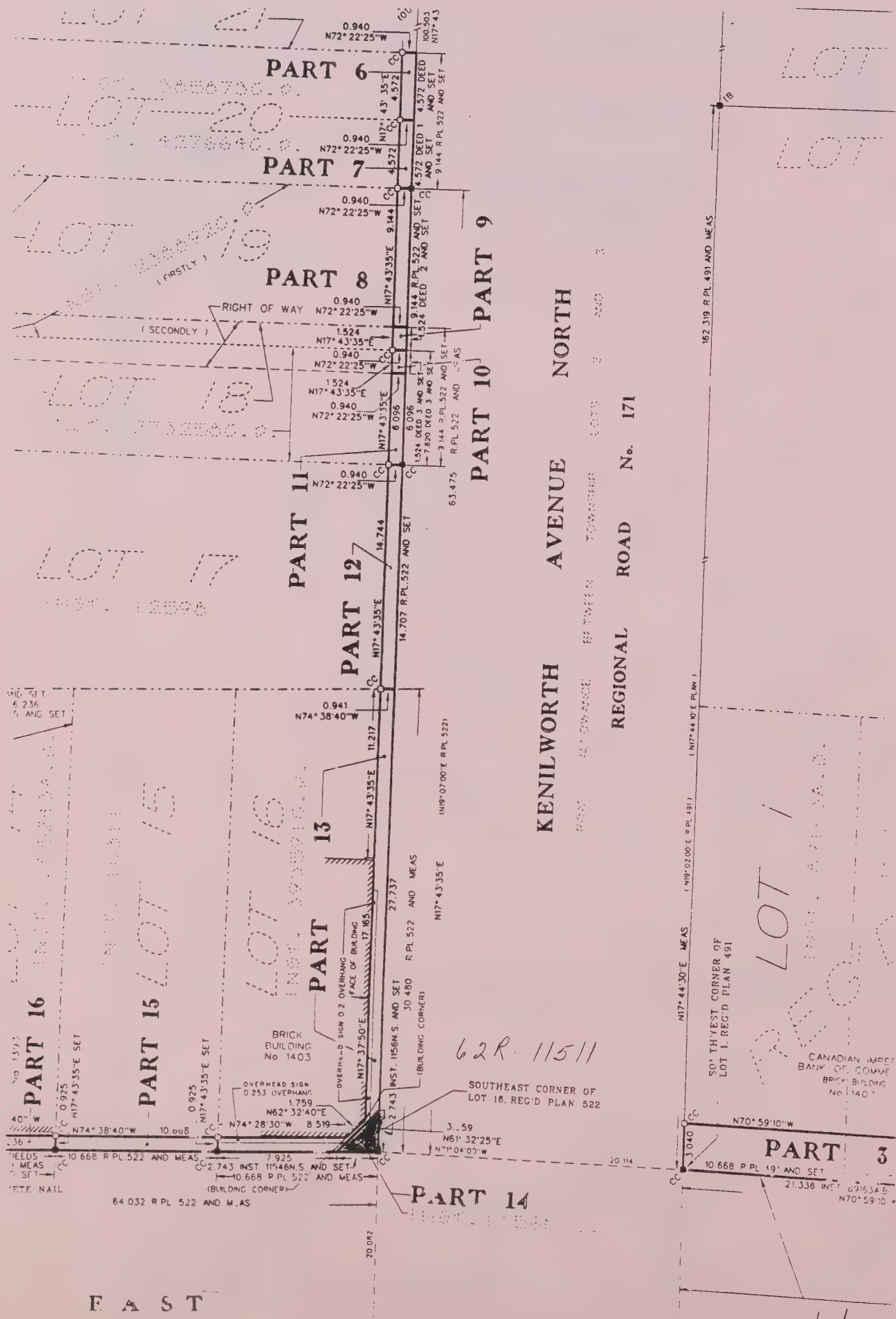
THIS PLAN IS NOT A PLAN OF SUBDIVISION
WITHIN THE MEANING OF SECTION 23, 37 OR 38
OF THE PLANNING ACT, R.S.O. 1970 CHAPTER
349 AS AMENDED.

A. J. Clarke & Associates

CONSULTING ENGINEERS & ONTARIO LAND SURVEYORS
SUITE 125 PROFESSIONAL ARTS BUILDING
155 JAMES STREET SOUTH HAMILTON, ONTARIO

A STANDARD IRON BAR (1" x 1" x 4")
AN IRON BAR (3/8" x 3/8" x 2")
A ROUND IRON BAR (3/4" x 2")
PL... PLANTED
ASSUMED ASTRONOMIC AND
LIMIT OF STONE CHURCH ROAD
SHOWN ON REGD PLAN N° 1004
ON THIS PLAN HAVE BEEN VERIFIED.

12 & 13



CONCESSION

LOT 10

LOT 10

PLAN 62R-85091

RECEIVED AND DEPOSITED

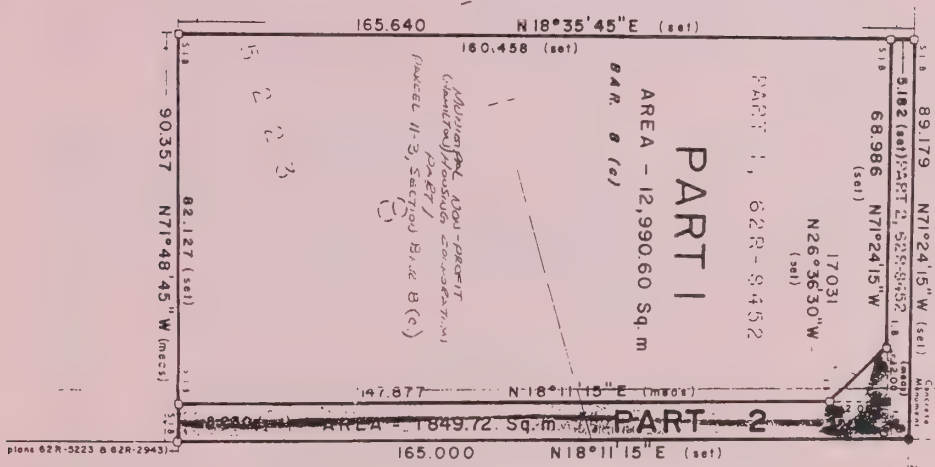
1986 12 05

LAND REGISTRAR FOR THE LAND TITLES DIVISION OF WENTWORTH (No. 62)

15

STONE CHURCH ROAD

(ROAD ALLOWANCE BETWEEN CONCESSIONS 7 AND 8)



WENTWORTH STREET
ALLOWANCE BETWEEN LOTS 10 AND 11

<p>NOTE: THIS PLAN SUPERCEDES PLAN 62R-8452.</p>	
<p>I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE LAND TITLES ACT</p> <p>DATE <u>Dec 5 1986</u> <u>JOHN P. NOUWENS</u> Ontario Land Surveyor</p>	<p>CAUTION</p> <p>THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE PLANNING ACT</p> <p>METRIC DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING 0.3048.</p>

PLAN OF SURVEY OF
PART OF LOT 11, CONCESSION 8
TOWNSHIP OF BARTON
COUNTY OF WENTWORTH
NOW IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
SCALE = 1:1000
JOHN P. NOUWENS, Ontario Land Surveyor
1986

- LEGEND**
- 0.1" — DENOTES A 1" Square, STANDARD IRON BAR
 - 0.1" — DENOTES A 5/8" Square, 2" LONG IRON BAR
 - C.C. DENOTES CUT CROSS
 - W.T. DENOTES WITNESS
 - U.O. DENOTES UNKNOWN ORIGIN
 - - FOUND
 - - PLANTED

ALL BEARINGS USED HEREIN ARE ASTRONOMIC AND ARE REFERRED
TO THE SOUTHERLY LIMIT OF STONE CHURCH ROAD, WHICH WAS
OF N71°24'15" W. AS SHOWN ON PLAN NO. 62R-8452

2(D)(iv)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 28

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Dedication of Land at the rear
of 614 Stone Church Road East to
the City for Roadway Purposes
- Reverend Alan and Florrie McGuirl

RECOMMENDATION:

- a) That the City accept title to the land required for the extension of Acadia Drive from Reverend Alan and Florrie McGuirl, described as part of Lot 9, Concession 8, formerly in the Geographic Township of Barton, now in the City of Hamilton, containing .162 acre (655.76 square metres) more or less, shown in heavy outline on the attached plan, be approved and completed. Subject parcel forms part of the property known as 614 Stone Church Road East, and is scheduled to be conveyed to the City on or before May 29, 1992.
- b) That the developer's solicitor prepares the necessary deed and certifies title to the City, the developer being Carriage Gate Homes.


D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

This department has been involved in negotiations with the property owners to acquire the lands required for the roadway. We were in the process of recommending expropriation when the developer successfully negotiated an agreement with Reverend Alan and Florrie McGuirl. The developer, Carriage Gate Homes (Nick Carnicelli) now wishes to convey this parcel of land required for roadway purposes, to the City of Hamilton prior to it being included in his future Plan of Subdivision as he is purchasing this parcel from Reverend Alan and Florrie McGuirl, the owners of 614 Stone Church Road East. He is requesting that the City take title to this parcel required for future roadway purposes directly from Reverend Alan and Florrie McGuirl to the City, thus avoiding the time required for land severance.

28 April 1992
Transport and Environment Committee
Page 2

Attach.

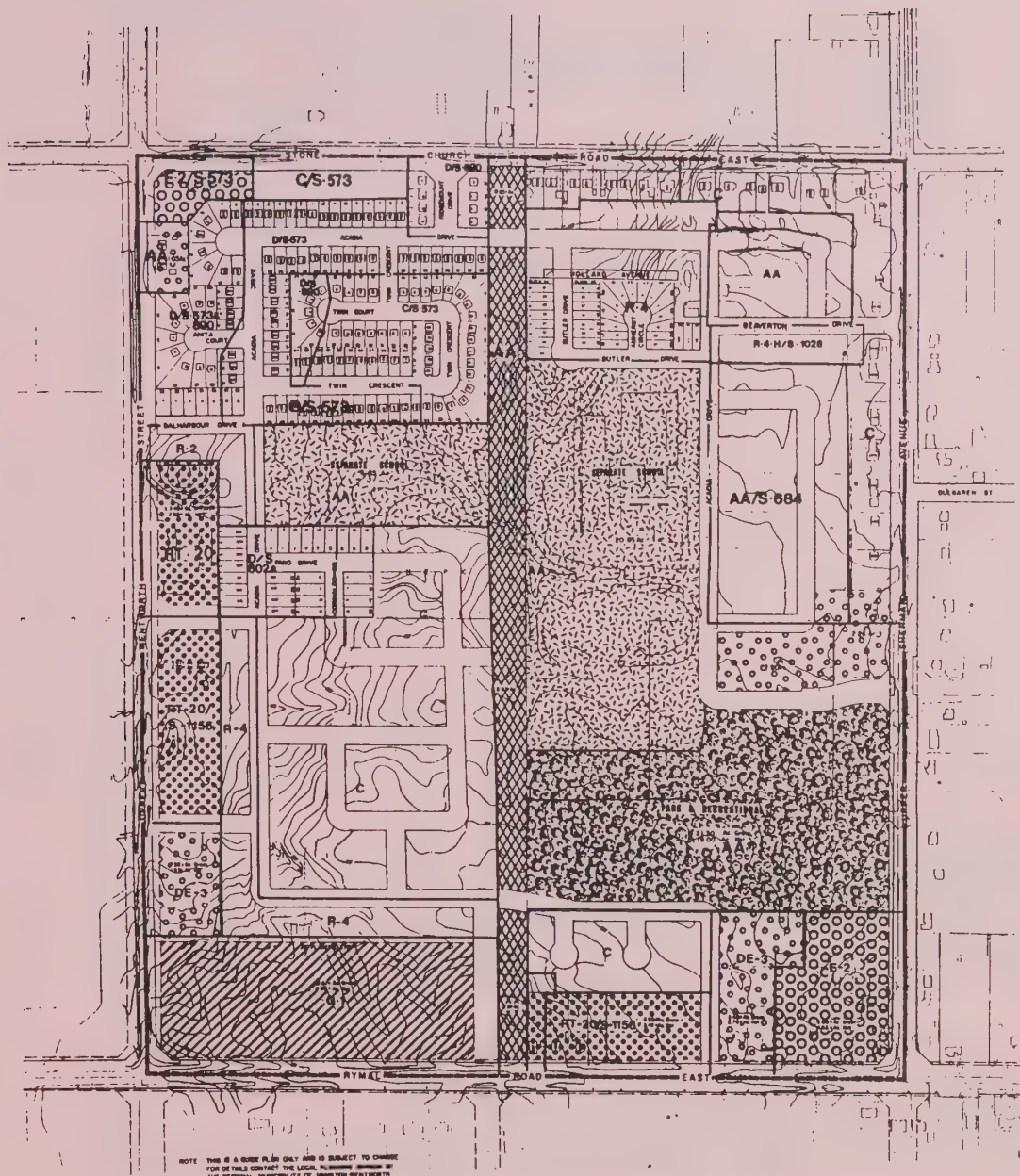
c.c. P. Noé Johnson, City Solicitor

I. R. Hammel, Acting Treasurer

L. MacNeil, Property Clerk, Surveys

E. M. Gill, P. Eng., Senior Director, Roads Department
Attention: P. Strong

(91C-31 - 4509)



NOTE: This is a GUIDE PLAN only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & apartments

COMMERCIAL

INDUSTRIAL

CIVIC & INSTITUTIONAL

PARK & RECREATIONAL

OPEN SPACE

UTILITIES

--- Neighbourhood Boundary

--- Zoning Boundary

Approve
Planning Committee APRIL 23, 1976 Council JUNE 29, 1976
Latest Revision Date OCT. 31, 1990

CITY OF HAMILTON
PLANNING DEPARTMENT

BUTLER
APPROVED PLAN

NORTH
SCALE 0 50 100 m

EXISTING POPULATION (1988) 399

19



STONE CHURCH ROAD EAST

SKETCH OF
PART OF LOT 9 - CONCESSION 8
GEOGRAPHIC TOWNSHIP OF BARTON
NOW IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH
SCALE 1 : 250
1991

N70°58'00"W

PART 4
62R-11000

N 70°58'00"W
8.13

27.36
N70°58'00"W

PART 16
62R-11096

Rad=120.00
Arc=23.66
CD=23.62
N 65°18'30"W

PART 5
62R-11000

Rad=120.00
Arc=13.68
CD=13.67
N 56°23'30"W

PART 17
62R-11096

AREA = 454.58 m²

201.18 sq.m.

19.85
N18°29'10"E

Rad=100.00
Arc=5.34
CD=5.34
N 69°18'40"W

5.34
N70°54'10"W

Rad=100.00
Arc=25.65
CD=25.58
N 60°28'10"W

PART 18
62R-11096

PART 19
62R-11096

PART 1
62R-11630

PART 2
62R-11630

N71°32'00"W



A. J. Clarke and Associates Ltd.

ONTARIO LAND SURVEYORS • CONSULTING ENGINEERS

**CITY OF HAMILTON
RECOMMENDATION -**

2(E)

DATE: 1992 April 29

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo,
Acting Director of Public Works

SUBJECT: Proposed Construction of Sidewalks as
Local Improvements
on Upper Paradise Road, South of
Stone Church Road


RECOMMENDATION:

- a) That the construction of the following projects proceed as Local Improvements pursuant to Section 12 of the Local Improvement Act:
1. Upper Paradise Road east side from Stone Church Road to approximately 187m southerly and from approximately 86m south of Skyview Drive to approximately 83m southerly - independent concrete sidewalk at an estimated gross cost of twenty-seven thousand, seven hundred dollars (\$27,700.), City's share seven thousand, nine hundred and sixty-four dollars (\$7,964.), Owner's share nineteen thousand, seven hundred and thirty-six dollars (\$19,736.).
 2. Upper Paradise Road west side from Stone Church Road to approximately 138m southerly - independent concrete sidewalk at an estimated gross cost of eleven thousand, four hundred dollars (\$11,400.), City's share three hundred and four dollars (\$304.), Owner's share eleven thousand and ninety-six dollars (\$11,096.).

All as provided for in the 1992 portion of the 1992-1996 Capital Budget; and,

- b) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,
- c) That the Senior Director of Roads be authorized to construct these works on behalf of the City once all of the necessary approvals have been received; and,

- d) That the City Clerk and Acting City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works.


D. Lobo,
Acting Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The proposed works are to be rated in accordance with the normal practice. Provision has been made for these works in the 1992-1996 Capital Budget in the amount of five hundred and seventy-one thousand dollars (\$571,000.) (City's share) and seven hundred and thirty-one thousand dollars (\$731,000.) (Owner's share). The balances remaining upon approval of this project are five hundred and seventeen thousand, six hundred and forty-seven dollars and six cents (\$517,647.06) (City's share) and five hundred and fifty-two thousand and fifty-three dollars and ninety-four cents (\$552,053.94) (Owner's share). The estimated cost per metre of frontage is as follows: independent concrete sidewalk (\$80. per metre).

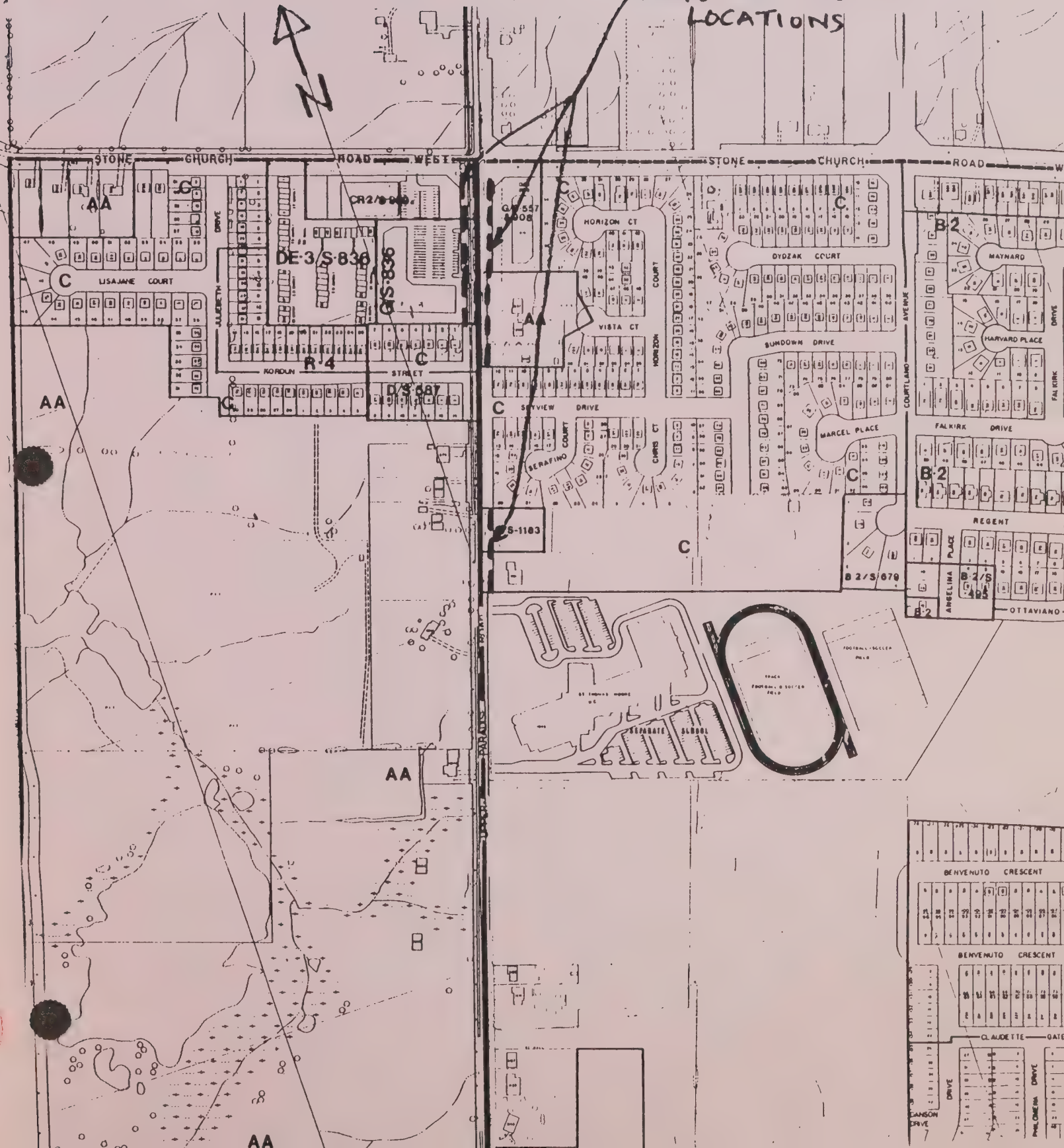
BACKGROUND:

With the construction of the new St. Thomas More School on Upper Paradise Road south of Stone Church Road, there is now a significant number of pedestrians using the roadway and the asphalt path on the west side of Upper Paradise Road. Construction of the above-noted sidewalks will significantly improve the safety for these pedestrians. The location of the proposed work is shown on the attached plan.

DL:bk
Attch.

cc: J. Schatz, City Clerk
City Clerk's Department
P. Noe Johnson, City Solicitor
Law Department
I. R. Hammel, Acting City Treasurer
Attn: N. Adhya, Manager of Budgets
G. Lawson, Commissioner
Finance Department
A. Georgieff, Director
of Local Planning
D. Y. Onishi, Director of Design and Construction
Roads Department
S. Reeder, Secretary
Finance and Administration Committee

PROPOSED SIDEWALK
LOCATIONS



3(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 24
E308-01 C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday Senior Director
Environmental Services Department

SUBJECT: Ball Packaging Consolidation of PCB Waste
at 391 Victoria Avenue North, Hamilton

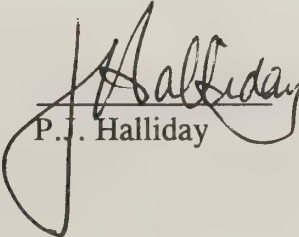
RECEIVED

APR 24 1992

CITY CLERKS

RECOMMENDATION:

- a) That the West Central Region Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to the establishment of an outdoor PCB waste storage site by Ball Packaging Products Canada Inc., at 391 Victoria Avenue North, for the consolidation of PCB materials, from their Ontario plants; namely the Simcoe, Malton, Niagara Falls and Burlington plants provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully.
- b) That a copy of this report and its attachments be submitted to the West Central Region Branch of the MOE for their information.


P.J. Halliday

Cont'd....

PCB Storage Site - 391 Victoria Avenue North, Hamilton

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Ministry of the Environment policies and regulations concerning the transfer and movement of PCB contaminated waste from one political jurisdiction to another permit the receiving municipality to comment on the proposed activity, and to have input into the Ministry's approval process.

The final determination, and the provision of the approval however, is at the Ministry's discretion.

BACKGROUND:

The West Central Region Office of the Ministry of the Environment (MOE) has received a proposal from Ball Packaging Products Canada Inc. for the establishment of an outdoor PCB waste storage site at 391 Victoria Avenue North. The site will be used for the consolidation of PCB materials from other Ontario Ball Packaging plants; namely the Simcoe and Malton plants which have closed, the Niagara Falls facility which has been sold to Nabisco brands, and the Burlington plant.

To ensure the long term safe storage of PCB waste, Ball Packaging would like to construct a PCB storage site and relocate all of its PCB materials to their consolidated site. Ball Packaging is requesting that the consolidation be permitted at their Hamilton facility, located at 391 Victoria Avenue which currently has a registered indoor PCB waste storage site with all the necessary storage, emergency and monthly inspection procedures in place.

The outdoor PCB storage facility would be located in the parking lot between Ferrie Street and the plant and would comprise of two shipping containers manufactured specifically for the storage of PCB materials and would be surrounded by a 2 meter high fence. The storage site would meet all Ministry of the Environment requirements as well as those of Environment Canada's Interim Order for the storage of PCB Wastes. Emergency and monthly inspection procedures that are already in place will be modified to include the new site.

A tour of the proposed facility was undertaken on January 31, 1992 by local MOE officials who support, in principal, Ball Packaging's proposal to construct an outdoor PCB waste storage site for consolidation of their PCB waste. Further review of this proposed activity with local Ministry officials has indicated that they have no objections with the current site proposal.

A PCB inventory of the aforementioned sites has been attached for information. All the necessary permits and approvals to transport PCB materials into the consolidation site will be acquired after site approval and site construction, is completed.

CR/cr
v.i. Attach.

cc: K. Pidsadny, Secretary, Reg. of H-W, ESC

BALL PACKAGING PRODUCTS CANADA INC.
PCB WASTES TO BE CONSOLIDATED
391 VICTORIA AVENUE NORTH, HAMILTON

SIMCOE	3 TRANSFORMER CARCASSES
	21 DRUMS OF ASKAREL
	(APPROXIMATE FROM DRAINAGE OF TRANSFORMERS)
	11 DRUMS OF CAPACITORS (38)
	AND OTHER CONTAMINATED SOLID WASTE
MALTON	5 DRUMS OF FLUORESCENT LIGHT BALLASTS
	5 DRUMS OF CAPACITORS (28)
NIAGARA FALLS	3 DRUMS OF CAPACITORS (17) AND
	FLUORESCENT LIGHT BALLASTS (46)
	3 EMPTY DRUMS (CONTAMINATED)

3(b)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1992 April 24
E308-01 C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT: **R.T. Recycling Technology Application for a
Certificate of Approval for a Waste Disposal Site (Processing)**

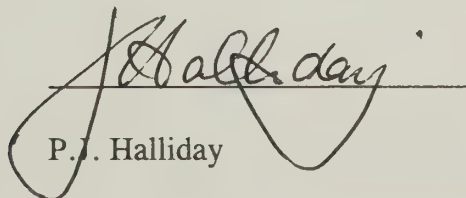
RECEIVED

APR 24 1992

CITY CLERKS

RECOMMENDATION:

- a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to R.T. Recycling Technology receiving a Certificate of Approval to operate a Waste Disposal Site (Processing) located at 20 Warrington Street in Hamilton provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully;
- b) That a copy of this report and its attachments be submitted to the West Central Branch of the MOE for their consideration in the preparation of the Certificate of Approval regulating the operation of the facility proposed by R.T. Recycling Technology.


P.J. Halliday

Cont'd...

**R.T. Recycling Technology Application for a
Certificate of Approval for a Waste Disposal Site (Processing)**

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Office of the Ministry of the Environment (MOE) has received an application from R.T. Recycling Technology for a Certificate of Approval to operate a wood waste processing facility located at 20 Warrington St, in Hamilton. The MOE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

The company has requested approval for the operation of a wood, glass, and dry wall processing facility for the purpose of recycling. The facility will receive clean scrap wood from industry and through grinding and shredding processes the wood fibre material manufactured will be sold as bulk fillers and animal bedding.

The facility will also receive glass in quantities of approximately 30 tonnes per week, and dry wall, in quantities of approximately 60 tonnes per week, and will process these materials into a product to be used for final disposal.

The proponent will be requested to take the necessary actions to ensure that only non-recyclable waste which has been generated in this Region will be disposed of at Regional facilities, and that any non-recyclable wastes originating outside of this Region will be disposed of at licensed landfills other than those under the jurisdiction of the Hamilton-Wentworth Region.

In keeping with the established policy, Ministry officials have requested the City of Hamilton to comment on the viability of the proposed facility from a municipal jurisdictional perspective. In order to satisfy the City's and the Region's regulatory mandate, as well as the Ministry's request for comments, staff from various City and Regional departments were requested to review the background documentation provided by Philip Environmental Services Corp., and to prepare a report on any comments or concerns they might have on the proposed facility.

Copies of the responses concerning the proposal, which were received from the City of Hamilton staff representing Traffic Services, Local Planning, and Noise Control, the Regional Environmental Sewer Use Control Office, are appended to this report.

CR/
Attach.

THE REGION OF HAMILTON-WENTWORTH

MEMORANDUM

FROM: Val Terluk
Manager
Solid Waste Operations

OUR FILE: E309-20
PHONE: 546-2158

SUBJECT: **R.T. Recycling Technology**
Application for a Certificate
of Approval for a Waste Disposal
Site (Processing) 20 Warrington Street, Hamilton, Ontario

DATE: 1992 April 23

The Waste Management Division has reviewed the proposal application for a Certificate of Approval submitted by R.T. Recycling Technology. The Waste Management Division's mandate is to enforce Regional Solid Waste By-Law R80-098 which regulates the operation of the Regional Transfer Stations and the Regional Landfill Site which is located in the Township of Glanbrook.

The proponent should take the necessary actions to ensure that only non-recyclable waste which has been generated in this Region will be disposed of at Regional facilities, and that any non-recyclable wastes originating outside of this Region will be disposed of at licensed landfills other than those under the jurisdiction of the Hamilton-Wentworth Region.

In keeping with the Region's Solid Waste By-Law inert waste materials are unacceptable at either the Region's Transfer Stations or the Region's Landfill Site. In the event that the wood waste or drywall materials are unable to be processed into a saleable product the disposal of these materials would be unacceptable at our facilities.

CR/
JF.

THE REGION OF HAMILTON-WENTWORTH

MEMORANDUM

TO: Val Terluk
Manager
Solid Waste Operations

YOUR FILE: E309-20

Attention: Colin Rodgerson

FROM: A.L. Georgieff
Director
Regional Planning Branch

OUR FILE: 768.42
PHONE: 546-4210

SUBJECT: R.T. Recycling Technology
Application for Certificate of
Approval for a Waste Disposal
Site (processing), 20 Warrington St.
Hamilton

DATE: 1992 April 15

The Regional Planning Branch has reviewed the application for a Certificate of Approval for a waste disposal site (processing), and finds that the proposal does not contravene the Regional Official Plan.

The Regional Planning Branch finds no reason to deny the application, provided the applicant meets the requirements of pertinent Provincial statutes and Regulations.

MEH/meh

PUBLIC WORKS DEPARTMENT

CITY NOISE CONTROL

MEMORANDUM

TO: Mr. Val Terluk, Manager
Solid Waste Operation
Region of Hamilton Wentworth
Engineering Department

YOUR FILE
VIA Fax: April 13, 1992

FROM: Mr. F. Westaway
Noise Control Officer
Public Works Department

OUR FILE:
PHONE: 523-5670

SUBJECT: R.T. Recycling Technology Application
for a Certificate of Approval for a
Waste Disposal Site (Processing)

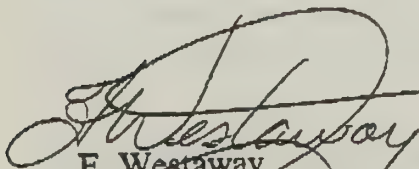
DATE: 1992 April 13

As per your request the City Noise Control Office has reviewed the Application for a Certificate of Approval submitted by Mr. Yehuda Kahane of R.T. Recycling Technology Inc. The site located at 20 Warrington St. Hamilton appears to be that of a Heavy Industrial Zone. (KK2).

Also the operation of conveyors and crushers appear by the letter to be all self contained and very little noise will be emanating from the work area.

It is my opinion that noise created by any part of R.T. Recycling Technology operations will have no impact on any area businesses or residential area's. All residential zones are far enough away from the site location not to be affected.

Should you require further information please contact the undersigned at 523-5670.


F. Westaway
Chief Noise Control Officer

FW/lb

**PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH**

MEMORANDUM

TO: Colin Rodgerson
Solid Waste Operations
YOUR FILE: E309-20

FROM: Victor Abraham
Director of Local Planning
OUR FILE: P5-3-3-1

SUBJECT: 20 Warrington Street - Application
for a Certificate of Approval for
a Waste Disposal Site
DATE: April 14, 1992

This memorandum is in response to the memorandum of Val Terluk dated April 2, 1992 requesting comments on the above-noted application for certificate of approval for a waste disposal site.

The subject lands are situated in the Lakely Neighbourhood in Hamilton's east end. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial.

According to our records, the zoning for the lands is "KK"; however, this should be confirmed directly with the Building Department as they are responsible for implementing and interpreting the City of Hamilton Zoning By-Law. Please note I have taken the liberty of forwarding a copy of the original memorandum to the Building Department for their comments; you may wish to amend your circulation list for future certificates of approval in this regard.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

- A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.
- A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The proposed wood waste processing facility does not conflict with the intent of the Hamilton Official Plan provided Provincial statutes and regulations in these matters are not contravened.

If you have any further questions, please contact Keith Extance at 546-4158.

KE/

c.c. A.L. Georgieff

**PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH**

MEMORANDUM

TO:	Colin Rodgerson Solid Waste Operations	YOUR FILE: E309-20
FROM:	Victor Abraham Director of Local Planning	OUR FILE: P5-3-3-1
SUBJECT:	20 Warrington Street - Application for a Certificate of Approval for a Waste Disposal Site	DATE: April 14, 1992

This memorandum is in response to the memorandum of Val Terluk dated April 2, 1992 requesting comments on the above-noted application for certificate of approval for a waste disposal site.

The subject lands are situated in the Lakely Neighbourhood in Hamilton's east end. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial.

According to our records, the zoning for the lands is "KK"; however, this should be confirmed directly with the Building Department as they are responsible for implementing and interpreting the City of Hamilton Zoning By-Law. Please note I have taken the liberty of forwarding a copy of the original memorandum to the Building Department for their comments; you may wish to amend your circulation list for future certificates of approval in this regard.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

- A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.
- A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The proposed wood waste processing facility does not conflict with the intent of the Hamilton Official Plan provided Provincial statutes and regulations in these matters are not contravened.

If you have any further questions, please contact Keith Extance at 546-4158.

KE/

c.c. A.L. Georgieff

**PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH**

MEMORANDUM

TO: Colin Rodgerson
Solid Waste Operations
YOUR FILE: E309-20

FROM: Victor Abraham
Director of Local Planning
OUR FILE: P5-3-3-1

SUBJECT: 20 Warrington Street - Application
for a Certificate of Approval for
a Waste Disposal Site
DATE: April 14, 1992

This memorandum is in response to the memorandum of Val Terluk dated April 2, 1992 requesting comments on the above-noted application for certificate of approval for a waste disposal site.

The subject lands are situated in the Lakely Neighbourhood in Hamilton's east end. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial.

According to our records, the zoning for the lands is "KK"; however, this should be confirmed directly with the Building Department as they are responsible for implementing and interpreting the City of Hamilton Zoning By-Law. Please note I have taken the liberty of forwarding a copy of the original memorandum to the Building Department for their comments; you may wish to amend your circulation list for future certificates of approval in this regard.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

- A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.
- A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The proposed wood waste processing facility does not conflict with the intent of the Hamilton Official Plan provided Provincial statutes and regulations in these matters are not contravened.

If you have any further questions, please contact Keith Extance at 546-4158.

KE/

c.c. A.L. Georgieff

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

TO: Val Terluk
Manager
Solid Waste Operations

FROM: Murray F. Main, P. Eng.
Director of Traffic Services
Traffic Department

OUR FILE:
PHONE: 546-4580

SUBJECT: R. T. Recycling Technology
Waste Disposal Site
20 Warrington Street

DATE: 1992 April 22

In response to your memo of 1992 April 02, please be advised that we have reviewed the above-noted application and have no comments.

Murray F. Main

RK/ES/ks

**REGION OF HAMILTON-WENTWORTH
MEMORANDUM**

DATE: April 8, 1991

OUR FILE: E307-01

TO: V. Terluk
Manager of Solid Waste Operations
Department of Engineering

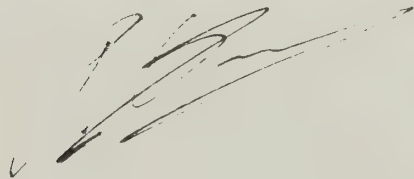
FROM: P. Dunn
Environmental Control Officer
Sewer Use Control Office - Engineering Department

SUBJECT: R.T. Recycling Technology Inc., Application for a Certificate of Approval for
a Waste Processing Site

Based on the information provided as to the nature of the materials and processing to be carried out at this facility, it would appear that the dry nature of this operation should have a low impact on the sewer system. Once in operation, however, this facility would be subject to an inspection and its actual impact on the sewer system assessed at that time.

Sewer use restrictions are governed by Sewer Use By-law R89-049. Of possible concern may be the area of storm water run-off. This would be addressed by a Best Management Plan (BMP) as discussed in the By-law.

If your require any additional information, please contact our office at 545-0804.



cc: Anne Zybura, Approvals and Waste Management Unit
West Central Region
R. Prowse, Regional Clerks Office

MEMORANDUM

TO: V. Terluk
Manager of Solid Waste Operations
Department of Engineering

YOUR FILE: E309-20

FROM: P. Dunn
Environmental Control Officer
Environmental Services Department

OUR FILE:

PHONE: (416) 545-0804

SUBJECT: R.T. Recycling Technology Application
for a Certificate of Approval
for a Waste Disposal Site

DATE: 1992 April 16

Concerning your memo dated April 2, 1992, the above company located at 20 Warrington Street was inspected on April 13, 1992 and the following are our recommendations:

1. There did not appear to be any plans for the management of storm water on the property at the time of the inspection.

If you have any further questions call us at 545-0804.

dm

CITY OF HAMILTON

-RECOMMENDATION-

3(4)

DATE: 1992 April 24
E308-01 C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

RECEIVED

FROM: P.J. Halliday, Senior Director
Environmental Services Department

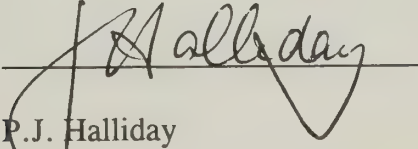
APR 24 1992

SUBJECT: Philip Environmental Services Corp. Application for
Amendment to the Certificate of Approval Number A1001145

CITY CLERKS

RECOMMENDATION:

- a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to Philip Environmental Services Corp. receiving an amendment to their existing Certificate of Approval Number A1001145 for a Waste Disposal Site (Processing) located at 799-800 Parkdale Ave. North, Hamilton; provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully;
- b) That a copy of this report and its attachments be submitted to the West Central Branch of the MOE for their consideration in the preparation of the amendment to the Certificate of Approval regulating the operation of the facility proposed by Philip Environmental Services Corp..


P.J. Halliday

Cont'd...

**Philip Environmental Services Corp. Application for
Amendment to the Certificate of Approval Number A10011145**

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Office of the Ministry of the Environment (MOE) has received an application from Philip Environmental Services Corp. for amendment to their existing Provisional Certificate of Approval Number A1001145 for a waste Disposal Site (Processing) located at 799-800 Parkdale Ave. North, Hamilton. The MOE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

The application requests amendment to increase the maximum storage capacity from 2100 tonnes to 30000 tonnes. Furthermore, the company wants to amend its existing operating hours of "7:00 am to 11:00 pm seven days per week", to 24 hours per day, 365 days per year.

The daily volume of waste received at this site will increase to 4 000 tonnes per day for all waste classes. In addition, Philip has requested an amendment to add liquid industrial (90 000 litres) and hazardous waste (400 Cu. meters) to the existing approved waste.

The proponent will be requested to take the necessary actions to ensure that only non-recyclable waste which has been generated in this Region will be disposed of at Regional facilities, and that any non-recyclable wastes originating outside of this Region will be disposed of at licensed landfills other than those under the jurisdiction of the Hamilton-Wentworth Region.

In keeping with the established policy, Ministry officials have requested the City of Hamilton to comment on the viability of the proposed facility from a municipal jurisdictional perspective. In order to satisfy the City's and the Region's regulatory mandate, as well as the Ministry's request for comments, staff from various City and Regional departments were requested to review the background documentation provided by Philip Environmental Services Corp., and to prepare a report on any comments or concerns they might have on the proposed facility.

Cont'd ...

-page 3-
1992 April 24

**Philip Environmental Services Corp. Application for
Amendment to the Certificate of Approval Number A10011145**

BACKGROUND:

Copies of the responses concerning the proposal, which were received from the City of Hamilton staff representing Traffic Services, Local Planning, and Noise Control, the Regional Environmental Sewer Use Control Office, are appended to this report.

CR/
7 Attach.

THE REGION OF HAMILTON-WENTWORTH

MEMORANDUM

FROM: Val Terluk
Manager
Solid Waste Operations

OUR FILE: E309-20
PHONE: 546-2158

SUBJECT: **Philip Environmental Services Corp.** DATE: 1992 April 23
Application for Amendment to the
Certificate of Approval Number A1001145

The Waste Management Division has reviewed the proposal application for amendment to certificate of approval number A1001145 submitted by Philip Environmental Services Corp.. The Waste Management Division's mandate is to enforce Regional Solid Waste By-Law R80-098 which regulates the operation of the Regional Transfer Stations and the Regional Landfill Site which is located in the Township of Glanbrook.

The proponent should take the necessary actions to ensure that only non-recyclable waste which has been generated in this Region will be disposed of at Regional facilities, and that any non-recyclable wastes originating outside of this Region will be disposed of at licensed landfills other than those under the jurisdiction of the Hamilton-Wentworth Region.

In keeping with the Region's Solid Waste By-Law inert waste materials are unacceptable at either the Region's Transfer Stations or the Region's Landfill Site. In the event that the wood waste or drywall materials are unable to be processed into a saleable product the disposal of these materials would be unacceptable at our facilities.

CR/

**PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH**

MEMORANDUM

TO: Colin Rodgerson
Solid Waste Operations

FROM: Victor Abraham
Director of Local Planning

SUBJECT: 799-800 Parkdale Ave. North -
Application for Amendment to
Certificate of Approval A1001145

YOUR FILE: E309-20

OUR FILE: P5-3-3-1

DATE: April 14, 1992

This memorandum is in response to the memorandum of Val Terluk dated April 3, 1992 requesting comments on the above-noted application for an amendment to certificate of approval A1001145.

It was difficult to determine the exact location of the existing facility and the subject lands under consideration; perhaps a site map could be included in future circulations. We are assuming the actual building is situated on the eastern side of Parkdale Avenue North, immediately south of Hamilton Harbour and includes adjacent lands on the east and west sides of Parkdale Avenue North. These lands are situated in Industrial Sector "J" and "H" at the northern end of Parkdale Avenue North in Hamilton's east end. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial.

According to our records, the zoning for the lands is "K"; however, this should be confirmed directly with the Building Department as they are responsible for implementing and interpreting the City of Hamilton Zoning By-Law. Please note I have taken the liberty of forwarding a copy of the original memorandum to the Building Department for their comments; you may wish to amend your circulation list for future certificates of approval in this regard.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.

A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The proposed wood waste processing facility does not conflict with the intent of the Hamilton Official Plan provided Provincial statutes and regulations in these matters are not contravened.

If you have any further questions, please contact Keith Extance at 546-4158.

KE/

c.c. A.L. Georgieff

THE REGION OF HAMILTON-WENTWORTH

MEMORANDUM

TO: Val Terluk
Manager
Solid Waste Operations

YOUR FILE: E309-20

Attention: Colin Rodgerson

FROM: A.L. Georgieff
Director
Regional Planning Branch

OUR FILE: 768.42
PHONE: 546-4210

SUBJECT: Philip Environmental Services Corp.
Application for Amendment to the
Certificate of Approval Number A1001145
799-800 Parkdale Ave. N., Hamilton

DATE: 1992 April 15

The Regional Planning Branch has reviewed the application for an amendment to their existing Certificate of Approval Number A1001145, for a waste disposal site (processing), and finds that the proposed expansion of the Philip Environmental Services facility does not contravene the Regional Official Plan. The rationale presented in the accompanying letter from Mr. Tony Pingue to Mr. Val Terluk appears to adequately address any possible concerns.

The Regional Planning Branch finds no reason to deny the application, provided the applicant meets the requirements of pertinent Provincial statutes and Regulations.

MEH/meh

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

TO: Val Terluk
Manager
Solid Waste Operations

FROM: Murray F. Main, P. Eng.
Director of Traffic Services
Traffic Department

OUR FILE:
PHONE: 546-4580

SUBJECT: Philip Environmental Services Corp.
Waste Disposal Site
799-800 Parkdale Avenue North

DATE: 1992 April 22

In response to your memo of 1992 April 03, please be advised that we have reviewed the above-noted application and have no comments.

Murray F. Main

RK/ES/ks

CITY OF HAMILTON

-RECOMMENDATION-

3(d)

DATE: 1992 April 24
E308-01 C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

RECEIVED

APR 24 1992

CITY CLERKS

SUBJECT:

Henkel Canada Ltd. Ward Street Decommissioning Site - Certificate of Approval for a Waste Disposal Site (Processing)

RECOMMENDATION:

- a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to Henkel Canada Ltd. conducting a decommissioning and clean-up of their Ward Avenue plant site at 162 Ward Avenue in Hamilton provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully;
- b) That a copy of this report and its attachments be submitted to the West Central Branch of the MOE for their consideration in the preparation of the Certificate of Approval regulating the decommissioning site proposed by Henkel Canada Ltd..


P.J. Halliday

Cont'd...

Henkel Canada Ltd. Ward Street Decommissioning Site - Certificate of Approval for a Waste Disposal Site (Processing)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Office of the Ministry of the Environment (MOE) has received an application from Henkel Canada Ltd. for a Certificate of Approval to conduct a decommissioning and clean-up of their Ward Avenue site. This facility is located at 162 Ward Avenue in Hamilton. The MOE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

Henkel Canada is planning the remediation of their Ward Avenue site which was previously used as a chemical processing plant. The purpose of Henkel's remedial efforts is to remove all subsurface structures and soils which are analytically determined to be contaminated, decontaminate the soils through bioremediation, and restore the property in a contaminant free manner.

Estimated amounts to be excavated for bioremediation include; 1570 tons of soil primarily contaminated with oil and grease, 7523 tons of soil primarily contaminated with phenolics and 8412 tons of soil contaminated primarily with non-synthetic animal and vegetable oil and grease.

Bioremediation of the Ward Avenue site has been selected, by Henkel Canada Ltd., as the most effective remediation process with regards to treating the contaminant, and remedial technology with the least number of community and environmental disturbances. Bioremediation is a destructive process which uses soil microorganisms to chemically degrade organic contaminants. These microorganisms can use organic carbon intracellularly from the contamination as an energy source. The microorganisms primary food source is the energy gained through contaminant breakdown by catabolism.

The contaminated Ward Avenue site will act as the treatment area, where the contaminants will be destructed to naturally occurring background levels. The remedial process will take place on the southern end of the site and will be a temporary process which will not leave any adverse environmental consequences. Excavated soils will be loaded to a thickness of 2ft on the treatment area at a rate not to exceed its maximum capacity. Farm type equipment will be utilized to regularly turn the contaminated material and enhance the bioremediation process.

Cont'd...

Henkel Canada Ltd. Ward Street Decommissioning Site - Certificate of Approval for a Waste Disposal Site (Processing)

BACKGROUND: (Cont'd)

After the remediation of the site, nothing will have been added and the only entity having been subtracted will be the contaminant. Upon analytical proof of contaminant destruction the remediated soils will be utilized as fill for the exact area where it was first removed.

In keeping with the established policy, Ministry officials have requested the City of Hamilton to comment on the viability of the proposed soil remediation process from a municipal jurisdictional perspective. In order to satisfy the City's and the Region's regulatory mandate, as well as the Ministry's request for comments, staff from various City and Regional departments were requested to review the background documentation provided by Henkel Canada Ltd, and to prepare a report on any comments or concerns they might have on the proposed facility.

Copies of the responses concerning the proposal, which were received from the City of Hamilton staff representing Traffic Services, Local Planning, and Noise Control, and the Regional Environmental Services Sewer Use Control Office, are appended to this report.

Four of the responses make specific comments on the proposal which the facility operator should satisfy before municipal consent is given to the proposal. It would be prudent to have compliance officers from the City and the Region visit the facility, if Henkel Canada Ltd is authorized to proceed, to verify compliance with the recommendations noted in the appended responses.

CR/
Attach

THE REGION OF HAMILTON-WENTWORTH

MEMORANDUM

FROM: Val Terluk
Manager
Solid Waste Operations

OUR FILE: E309-20
PHONE: 546-2158

SUBJECT: **Henkel Canada Ltd.**
Application for a Certificate
of Approval for a Decommissioning
Site - 162 Ward Avenue, Hamilton, Ontario

DATE: 1992 April 23

The Waste Management Division has reviewed the proposal application for a Certificate of Approval submitted by Henkel Canada Ltd. The Waste Management Division's mandate is to enforce Regional Solid Waste By-Law R80-098 which regulates the operation of the Regional Transfer Stations and the Regional Landfill Site which is located in the Township of Glanbrook.

During the excavation process the recovery of contaminated subsurface structures consisting of concrete and metal is expected. All structural debris determined to be contaminated free is expected to be transported off site for approved disposal. Contaminated subsurface structures will be power washed to remove all contaminant into a water phase before being taken off-site for approved disposal.

Hazardous waste materials may also be encountered in the excavation process which will not be treatable in the bioactivity zone and will be transported off-site to an approved disposal location.

In keeping with the Region's Solid Waste By-Law these inert and hazardous waste materials are unacceptable at either the Region's Transfer Stations or the Region's Landfill Site. To ensure that these materials are directed to an approved disposal site the Waste Management Division would like to request, from Henkel Canada Ltd., a list of all approved recyclers or disposal sites which will be utilized for the aforementioned waste materials.

CR/

PUBLIC WORKS DEPARTMENT**CITY NOISE CONTROL****MEMORANDUM**

TO: Val Terluk
Manager
Solid Waste Operation

YOUR FILE: E 309-20
VIA FAX 1992 April 8

FROM: Mr. F. Westaway
Noise Control Officer
Public Works Department

OUR FILE:
PHONE: 523-5670

SUBJECT: Henkel Canada Ltd
Application for a Certificate
Of Approval for Decommissioning
Site- 162 Ward Avenue Hamilton, Ontario

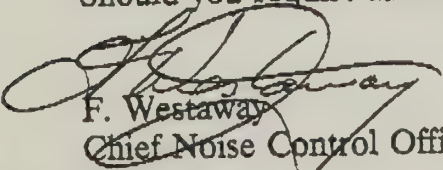
DATE: 1992 April 8

As per your request the City Noise Control has reviewed the proposal Application for a Certificate submitted by Henkel Canada Ltd.
After discussion with Henkel Ltd. representatives and Mr. Colin Rodgeron of the Solid Waste Section for the Region of Hamilton- Wentworth the City Noise Control would request the following restrictions be applied so the ensure noise complaints would not be registered by area neighbours:

- a list of all machinery (tractor, backhoe etc) that will be operating on site,
- the ares for storage of such machinery,
- if the machinery is equipped with back-up alarms (major noise source for complaints is residential area's),

To conclude the City Noise Control Office would request that the hours of operation of any machinery be restricted to the hours between 8:00am til 6:00pm Monday to Friday and Saturdays between 10:00am and 4:00pm. No operation of any kind on Sunday's.

Should you require further information or explanation please contact me at 523-5670.


F. Westaway
Chief Noise Control Officer
FW/lb

**PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH**

MEMORANDUM

TO: Colin Rodgerson
Solid Waste Operations
YOUR FILE: E309-20

FROM: Victor Abraham
Director of Local Planning *HE*
OUR FILE: P5-3-3-1

SUBJECT: 162 Ward Avenue - Application for
Certificate of Approval for
Decommissioning
DATE: March 25, 1992

This memorandum is in response to the memorandum of Val Terluk dated March 19, 1992 requesting comments on the above-noted application for certificate of approval for decommissioning.

As we understand it, the process of decommissioning will involve shifting contaminated soils from one area of the site to another area on the same site to facilitate "bioremediation". Upon completion of the bioremediation process, the soils will be shifted to their original area. The entire process for all contaminated soils on the site is estimated to take some 257 days.

The subject lands are situated in the Ainslie Wood Neighbourhood in Hamilton's west end. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial. In addition, the approved Ainslie Wood Neighbourhood Plan designates the site as Industrial and the zoning for the lands is "M-14".

The Hamilton Official Plan is silent in regard to decommissioning policies.

In our opinion, the decommissioning activity does not conflict with the intent of the Hamilton Official Plan provided Provincial statutes and regulations in these matters are not contravened.

If you have any further questions, please contact Keith Extance at 546-4158.

KE/

c.c. A.L. Georgieff

DEPARTMENT OF ENVIRONMENTAL SERVICES**MEMORANDUM**

TO: V. Terluk/Colin Rodgerson
Manager of Solid Waste Operations
Department of Engineering

YOUR FILE:

FROM: P. Dunn
Environmental Control Officer
Environmental Services Department

OUR FILE:

PHONE: (416) 546-4484

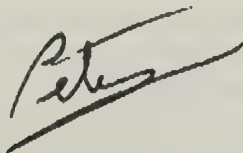
SUBJECT: Henkel Canada Ltd.
Application for a Certificate
of Approval for Decommissioning Site
162 Ward Avenue, Hamilton, Ontario

DATE: 1992 April 21

On April 9, 1992 a site inspection of the Henkel property at 162 Ward Avenue revealed two active sanitary sewer connections; one at the entrance on Ward Avenue and one at the entrance on Royal Avenue.

Sewer Use Control's mandate is to enforce Regional Sewer By-Law R89-049. Compliance with our sewer use by-law must be maintained at all times, thus our approval of the proposed bioremediation process is on condition that all generated wastewater be controlled. In order to ensure effluent control we recommend that both forementioned sewer connections be decommissioned prior to the start of site remediation.

All other issues within our jurisdiction have been addressed in the report to our satisfaction.



0-1

THE REGION OF HAMILTON-WENTWORTH

MEMORANDUM

TO: Val Terluk
Manager
Solid Waste Operations

YOUR FILE: E309-20

Attention: Colin Rodgerson

FROM: A.L. Georgieff
Director
Regional Planning Branch



OUR FILE: 768.42
PHONE: 546-4210

SUBJECT: Henkel Canada Ltd.
Application for a Certificate
of Approval for Decommissioning Site
162 Ward Avenue, Hamilton, Ontario

DATE: 1992 March 20

The Regional Planning Branch has reviewed the application and has no comments to make on the technical details of the bio-degradation methodology proposed by the applicant, recognizing those matters as falling within your area of expertise. Our comments relate to two matters: off-site impacts during the decommissioning phase, and the matter of post-clean up land use.

The subject property is adjacent to an existing residential neighbourhood. The potential for negative off-site impacts in the form of dust, equipment noise, traffic and runoff is always a possibility in a decommissioning exercise of this sort. However, after reviewing the supporting documentation, we are satisfied that the applicant has made satisfactory plans to mitigate any negative impacts on the neighbouring residential areas.

The supporting documentation does not indicate what use the applicant intends to put the site to after clean up. From the perspective of the Regional Planning Branch, any change in use from the present one is contingent on the Ministry of Environment giving the site a clean bill of health once the de-commissioning process is complete. As part of our efforts to monitor and build a data base on contaminated sites in the Region, we require a copy of the de-commissioning certificate, indicating the level to which the site has been cleaned, under the de-commissioning guidelines.

With regard to post-clean up use of the site, the owner/applicant should check with the Local Planning Branch before considering any proposed change in land use. It should be noted that the granting of a certificate of de-commission by the Ministry of Environment does not constitute approval of any post-clean up use that may be considered by the applicant.

MEH/meh

cc: Victor Abraham, Director of Local Planning

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

TO: Val Terluk
Manager of Solid Waste Operations
Transportation and Environmental Services
Attention: Mr. Colin Rodgerson

FROM: Murray F. Main, P. Eng.
Director of Traffic Services
Traffic Department

OUR FILE:
PHONE: 546-4580

SUBJECT: **Henkel Canada Limited**
Application for a Certificate for
Decommissioning 162 Ward Avenue, Hamilton
Your File No. E309-20

DATE: 1992 April 15

In response to your memo of 1992 March 12, requesting comments from our Department regarding the above, we report as follows.

The Traffic Department has no comment with respect to the work described in this application taking place off the public road allowance. We would ask that you remind the applicant that they or their contractor are required to comply with the requirements of the designated truck route system while travelling on roads within the City of Hamilton/Region of Hamilton-Wentworth.

BM
BM/ks

Murray F. Main

c.c. Mr. Brian Malone, Traffic Operations Engineer

4(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 10

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

APR 24 1992

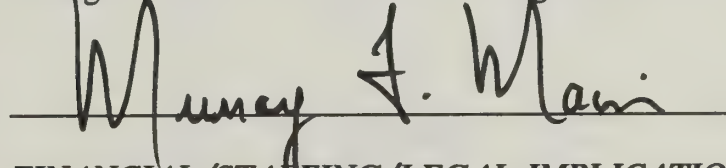
CITY CLERKS

SUBJECT:

School Crossing Guard Relocation - Quigley Road and Albright Road to Albright Road and Albright Court. (TEC-63-92)

RECOMMENDATION:

That one of the two School Crossing Guards at the intersection of Quigley Road and Albright Road be relocated to Albright Road at Albright Court (private road).



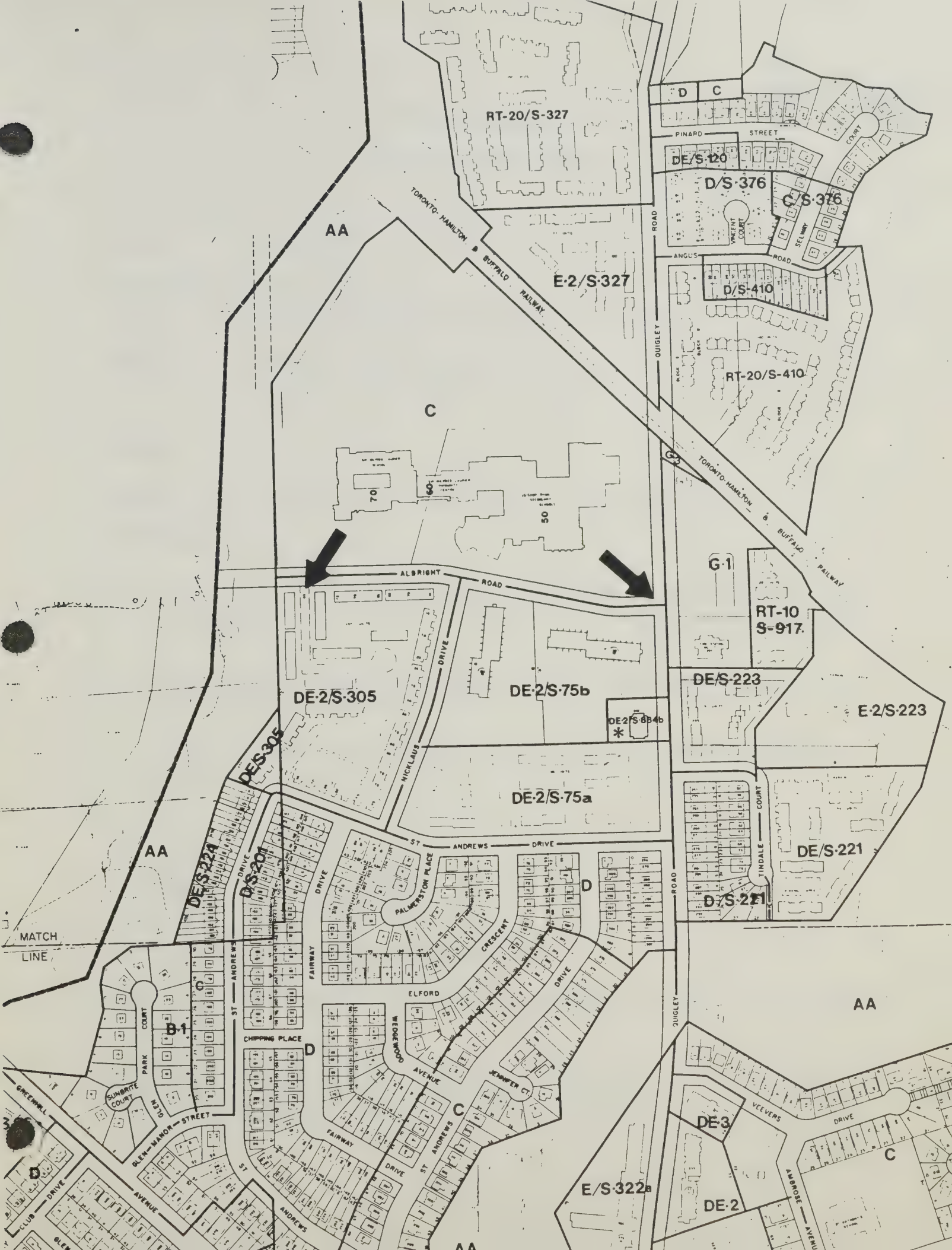
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Traffic Department has investigated the need for adjustments to the School Crossing Guard locations in the vicinity of Elizabeth Bagshaw Elementary School. Presently, one School Crossing Guard is assigned to the west crosswalk and a second School Crossing Guard is assigned to the south crosswalk at the signalized intersection of Quigley Road and Albright Road. This two guard system was appropriate in the past due to the large number of children from Elizabeth Bagshaw Elementary School who used to cross in both these crosswalks. However, the school has been relocated to a new site at Albright Road just west of Nicklaus Drive and the existing school building is now occupied by Bishop Ryan Secondary School. Therefore, it is now appropriate for the children who used to cross Albright at Quigley with the School Crossing Guard in the west crosswalk to continue a few hundred feet westerly along Albright and to cross near the front of the new school with the School Crossing Guard at Nicklaus and Albright. Therefore, the School Crossing Guard is no longer required in the west crosswalk at Albright Road and Quigley Road.

The Traffic Department has investigated a request from Alderman Dominic Agostino that a School Crossing Guard be assigned to Albright Road at Albright Court. Studies conducted on 1991 October 22, indicated that approximately 180 children crossed at this location during the three school crossing periods, in front of the new school, and there were an insufficient number of safe gaps in the traffic to accommodate this large number of children. Therefore, the Traffic Department recommends that one of the two guards from Quigley and Albright be relocated to Albright Road at Albright Court, and that the remaining guard be retained at Quigley Road and Albright Road to cross children in the south crosswalk.



RT-20/S-327

AA

E-2/S-327

C

D

C

DE/S-120

D/S-376

C/S-376

D/S-410

RT-20/S-410

G-1

RT-10
S-917

DE-2/S-305

DE-2/S-75b

DE-2/S-884b
*

DE/S-223

E-2/S-223

DE-2/S-75a

DE/S-221

D/S-221

AA

MATCH
LINE

AA

E/S-322a

DE-3

DE-2

C

4(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 13

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED

APR 24 1992

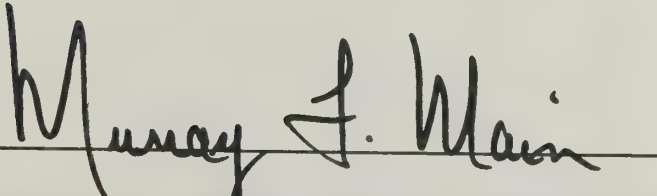
CITY CLERKS

SUBJECT:

Glen Echo Drive and Nash Road - School Crossing Guard. (TEC-62-92)

RECOMMENDATION:

- a) That a School Crossing Guard be hired on a temporary basis and assigned to the intersection of Glen Echo Drive and Nash Road during the morning and evening periods only; and
- b) That the School Crossing Guard be removed if a traffic signal is installed at this location (investigations pending); and
- c) That the School Crossing Guard at Mohawk Road East and Moxley Drive be removed.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The adjustment of these school crossings will have no impact on the School Crossing Guard Program Budget.

The Mohawk Road East and Moxley Drive crossing location does not currently have a permanent employee assigned to the location and is attended by a Spare School Crossing Guard, thus no permanent staff member will be affected.

BACKGROUND:

Glen Echo Drive and Nash Road

Alderman Dominic Agostino has requested an investigation into the need for a School Crossing Guard on Nash Road in the vicinity of Dover Drive or Glen Echo Drive.

A study on 1991 October 22, indicated that 8 elementary school children crossed Nash at Glen Echo during the morning school crossing period and 25 elementary children crossed Nash at this location during the evening school crossing period. No elementary students were observed to cross during the lunch hour. In addition, large numbers of high school students were observed to cross Nash in this area. Observations indicate that there were very few safe gaps in Nash traffic and all children experienced delays and had to hurry across the roadway to cross safely.

The Traffic Department is presently reviewing the need for a traffic signal at Nash and Glen Echo. However, plans to signalize this location are not complete and children are presently experiencing difficulties crossing Nash. Therefore, it is recommended that a School Crossing Guard be assigned to the intersection of Nash and Glen Echo during the morning and evening school crossing periods only but that the guard be removed if a decision is made to install a traffic signal at this location. The personnel would then be reassigned to another location in the area if at all possible.

Mohawk Road and Moxley Drive

Studies indicate that only one child crosses Mohawk Road with the guard at this location on a regular basis.

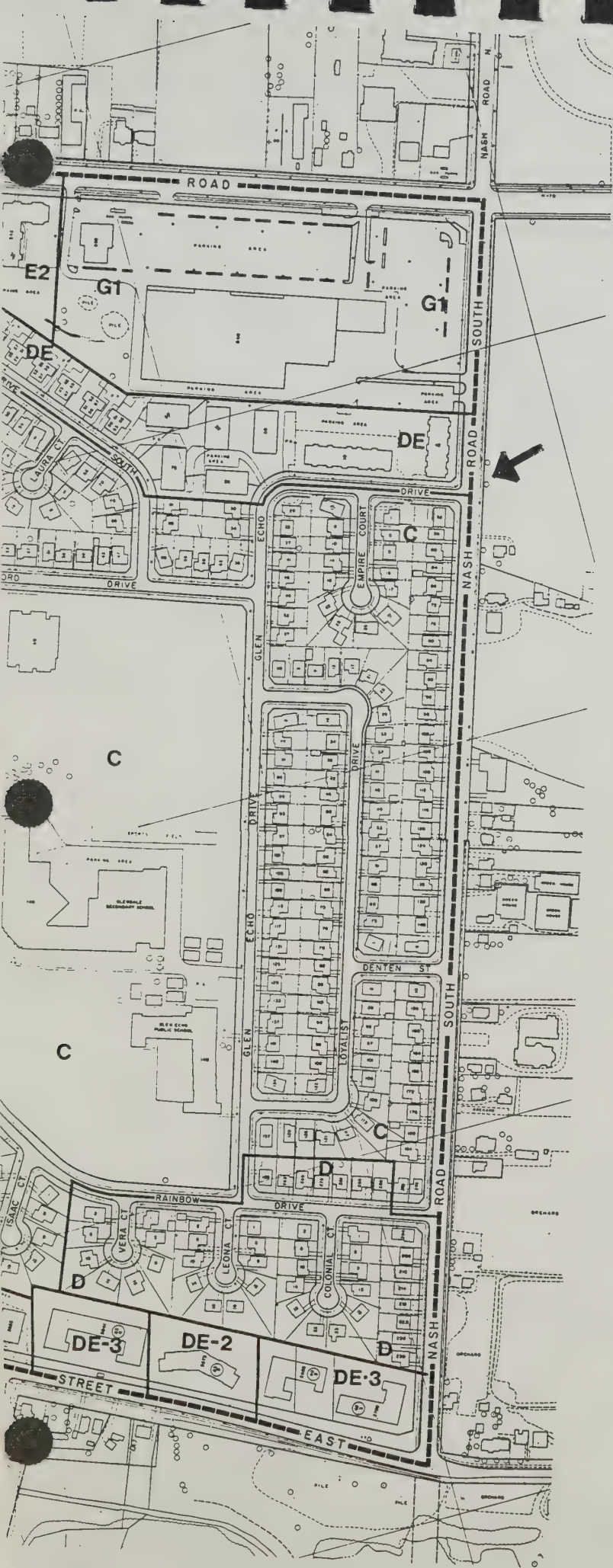
The Hamilton-Wentworth Roman Catholic Separate School Board has advised that Mohawk is the boundary line between St. Margaret Mary School north of Mohawk, and St. Daniel Lisgar School south of Mohawk, and that this child is voluntarily crossing Mohawk and the school boundary lines to attend the school of his choice. The Board further advised that if this child is crossing the boundaries for the purpose of attending French Emersion classes then a school bus is available to him. Otherwise, the Board's position is that the parents must take full responsibility for the transportation and safety of the student.


This child can continue to cross Mohawk Road safely and easily with the pedestrian signals at the signalized intersection of Mohawk and Upper Ottawa which is only one block west of Moxley. Therefore, the School Crossing Guard is not required at Mohawk Road and Moxley Drive and it is recommended that it be removed. Staff of The Separate School Board concurs with this recommendation.

The Traffic Department recommends that a School Crossing Guard remain on duty at any location affected by a full or partial removal of School Crossing Guard services for an appropriate phase-out period, to direct children on the proper method and best location to cross the roadway.

Summary

The School Crossing Program is dedicated to the efficient allocation of resources in both a staffing and economic sense, especially in times of restraint. The allocation of a guard at the intersection of Glen Echo and Nash will provide safe crossing for a minimum of 33 crossings which will likely increase upon the guards presence. Historically, the placement of a guard at a particular location attracts a greater number of crossings, once parents are aware of the protection provided. The trade off for one child at Mohawk and Moxley is in itself justification especially when there is pedestrian protection provided at the traffic signal, one block westerly. Since the existing crossing at Mohawk and Moxley is not attended by a permanent guard but a spare guard results in no impact to an individual by way of job loss and also provides for better utilization of the spare guard at Region wide locations as intended.



<table border="1"> <tr> <td>100</td> <td>85</td> <td>85</td> </tr> <tr> <td>51</td> <td>32</td> <td>55</td> </tr> <tr> <td>113</td> <td>132</td> <td>47</td> </tr> </table>	100	85	85	51	32	55	113	132	47	<p>CITY OF HAMILTON</p> <p>CORMAN</p> <p>ZONING</p>
100	85	85								
51	32	55								
113	132	47								
<p>This is not a Legal Document For Zoning Verification Please Contact City Building Department.</p>	<p>0 100m</p> <p>SCALE 50m</p> <p> NORTH</p>									
<p>Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton Wentworth</p>	<table border="1"> <tr> <td data-bbox="1234 2010 1299 2074"> PLANNING UNIT NO. 6404 </td> <td data-bbox="1364 2021 1477 2053"> JUNE 1988 </td> <td data-bbox="1542 2021 1599 2074"> PAGE NO. 32 </td> </tr> </table>	PLANNING UNIT NO. 6404	JUNE 1988	PAGE NO. 32						
PLANNING UNIT NO. 6404	JUNE 1988	PAGE NO. 32								

CA4 ON HBL A05

C51T6
1992

J.J. SCHATZ
CITY CLERK



THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

TEL: 546-2700
FAX: 546-2095

1992 June 18

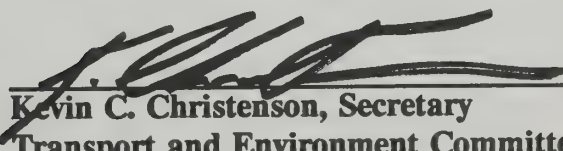
NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1992 June 22

9:30 o'clock a.m.

Room 233, City Hall


Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. DELEGATIONS - 9:30 O'CLOCK A.M.

- (a) Proposed Closure:
Sanford Avenue East/West Alley to North/South Alley
- (b) Proposed Outdoor Boulevard Cafe -
Hess Village Cafe, 18 Hess Street South, Hamilton
- (c) Ministry of the Environment - Approvals Process
Mr. J. Vogt, Ministry of the Environment

2. CONSENT AGENDA3. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

- (a) Ball Packaging Consolidation of P.C.B. Waste at 391 Victoria Avenue North
- (b) R. T. Recycling Technology Application for a Certificate of Approval for a Waste Disposal Site (Processing)
- (c) Henkel Canada Ltd. Ward Street Decommissioning Site - Certificate of Approval for a Waste Disposal Site (Processing)
- (d) Laidlaw Technologies Inc. - Application for a Certificate of Approval for a Waste Disposal Site (Processing) at 470 Kenora Avenue North (SWARU)
- (e) Decontamination of P.C.B.'s by PPM Canada Inc. for Westinghouse Canada at 1632 Burlington Street
- (f) I. Waxman & Sons Limited - Application for a Certificate of Approval for a Waste Disposal Site (Processing)
- (g) 1992 Transit Shelter Program
- (h) 1992 Servicing Expenditure Related to Subdivisions

4. DIRECTOR OF PUBLIC WORKS

- (a) Enactment of a Tree By-law
- (b) Surface Roots - Trees within Road Allowance
- (c) Garbage Collection
- (d) Annual Tree Planting Programme on City Road Allowances

5. DIRECTOR OF TRAFFIC SERVICES

Residential Boulevard Parking (Referred from Council)

6. ALDERMAN B. CHARTERS

Train Tracks - Stone Church Road/Dartnall Road

7. ALDERMAN D. AGOSTINO

Walkway - Janet Court

7.(a) ALDERMAN M. KISS

33 Beulah Avenue - Front Yard Parking (No Copy)

8. SECRETARY - TRANSPORT AND ENVIRONMENT COMMITTEE

9th World Clean Air Congress and Exhibition
1992 August 30 to September 4, Montreal, Quebec

9. NEW BUSINESS

Transport and Environment Committee Meeting Schedule - No Copy

10. ADJOURNMENT

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

ITEMS	ORIGINAL DATE	ACTION	STATUS
1. Closure of East/West Alley South of King Street East between John and Catharine Streets	1991 July 22	Mr. G. Aston (Mongeon/Pappas)	Tabled
2. Parking Regulations - Albany Avenue between Kenilworth Avenue North and Robins Avenue	1991 October 21	Alderman D. Wilson	Tabled
3. Intersection Control - Greenhill and Monte Drive - Greenhill and Summercrest Drive	1991 September 16	Alderman D. Agostino	Tabled
4. Parking Prohibition Greenhill Avenue between Vienna Street and Pavarotti Court	1991 October 21	Alderman D. Agostino	Tabled
5. Intersection Control Bowman and Sussex Streets	1992 January 6	Alderman M. Kiss	Tabled
6. Criteria and Report of School Crossing Guards	1992 January 6	Mr. M. F. Main Director of Traffic Services	Comprehensive Report Pending
i. Intersection of Kenilworth Avenue and Monterey Avenue	1992 January 6	Alderman D. Wilson	Tabled
ii. Intersection of Sanatorium Road and Rice Avenue	1992 January 6	Alderman D. Ross	Tabled
iii. Intersection of Main Street West and Whitney Avenue	1992 January 6	Alderman M. Kiss	Tabled
7. Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Mr. M. F. Main Director of Traffic Services	Report Pending Public Meeting
8. Hotz and Sons Company Inc. Application for a Certificate of Approval for a Waste Disposal Site (Processing) at 470 Kenora Avenue North (SWARU)	1992 March 2	Mr. P.J. Halliday Senior Director Environmental Services Department	Report

- | | | | | |
|-----|---|--------------|--|----------------------------|
| 9. | Canada West Indies Molasses Company
Application for a Certificate of
Approval for a Waste Disposal Site
(Transfer) | 1992 March 2 | Mr. P.J. Halliday
Senior Director
Environmental
Services Department | Report Pending |
| 10. | Illegal Dumping on C.P. Rail Property | 1992 April 6 | Acting C.A.O.
and Acting Director
of Public Works | Report for
1992 June 22 |

Kevin C. Christenson, Secretary

1992 June 18

1(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 20
T103-03 (298) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Proposed Closure:
Sanford Avenue East/West Alley to North\South Alley

RECOMMENDATION:

- a) i) That the City Solicitor be authorized to make an application to a District Court Judge under Section 88 of the Registry Act, R.S.O. 1990, for an order to stop-up, close and sell the unassumed east/west alleyway adjacent to number 276 Sanford Avenue North to the north/south alleyway;
- ii) That the Commissioner of Transportation/Environmental Services be directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed;
- iii) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor, and that the applicant be responsible for all fees payable in District Court;
- iv) That the Applicant register a reference plan under The Registry Act; said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and that it delineate the manner in which the closed portion is to be distributed to the abutting owner and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor;
- v) That the Commissioner of Transportation/Environmental Services be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipalities Act R.S.O. 1990;

Cont'd...

-Page 2-
May 20, 1992

Proposed Closure
Sanford Avenue East/West Alley to North\South Alley

Cont'd...

- vi) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner.
- b) Provided the Judge's Order to close the highway is granted:
 - i) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-law for the sale of the closed alleyway to the abutting owner;
 - ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of The Municipal Act, R.S.O. 1990, of the City's intention to pass the By-law.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from D. Hill and A. Dabner (276 Sanford Avenue North Hamilton L8L 6A1), the abutting owner of the subject alleyway, to close the east/west alleyway adjacent to number 276 Sanford Avenue North to the north/south alleyway.

The applicant uses the east/west alleyway for access to the rear of his property and parks his vehicle in the northerly 10 metre section of the north/south alleyway. The applicant would like to have the above mentioned alleyway incorporated into his deed should he eventually decide to sell his property.

The City is the abutting owner to the north and an Offer to Purchase is currently being prepared with the applicant to allow for the applicant to purchase the entire alleyway.

The present alley system is in the block bounded by Sandford, Barton, Myler and Westinghouse Avenue.

Cont'd...

-Page 3-
May 20, 1992

Proposed Closure
Sanford Avenue East/West Alley to North\South Alley

Cont'd...

This Department circulated a notice of closure to the affected municipal departments, public utilities and the abutting property residents/owners. No objections were received from any municipal department or public utility company.

The results of the notification to residents and owners are as follows:

Total number circularized: 41

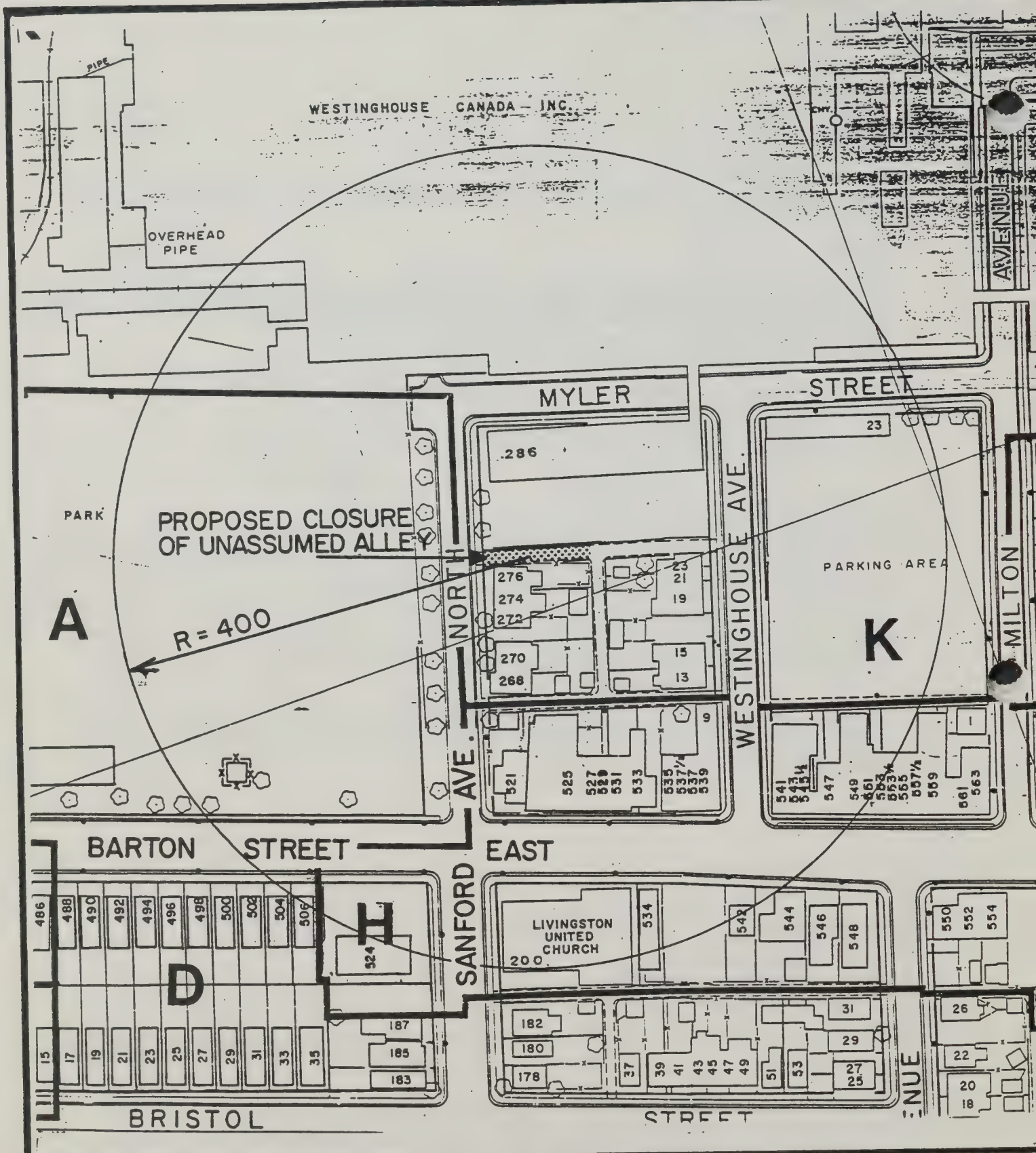
In favour: 4 Opposed: 1 No response: 36

M. Chrolavicius (238 Clifton Downs Rd. Hamilton L9C 7A9) owner of house number 274 Sanford Avenue North is opposed to this closure request. M. Chrolavicius believes that the closure would cause the occupant of 274 Sanford limited access to the rear of the property. A site investigation by staff determined that access would not be adversely affected as the alley is 'H' shaped with 2 entrances on Westinghouse Ave. and upon closure there would still be access from Sanford adjacent to house number 268.

Since we have received no municipal or utility objection and access would still be provided for any of the area residents using the alleyway, this Department would recommend in favour of the request.

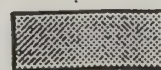
JKC:ja

cc: A. Zuidema, Law Department
cc: Alderman D. Drury
cc: Alderman B Morelli



LOCATION PLAN FOR
PROPOSED CLOSURE OF PUBLIC
UNASSUMED ALLEY

LEGEND



PROPOSED CLOSURE OF
PUBLIC UNASSUMED ALLEY

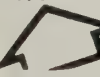
SCALE

N. T. S.

FILE NO.

T103 - 03 - (297)

NORTH



1(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 12
T103 69 (35) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Proposed Outdoor Boulevard Cafe
Hess Village Cafe
18 Hess Street South, Hamilton

RECOMMENDATION:

- a) That the application of D. Loyst and J. Hettinga, proprietors of the Hess Village Cafe (18 Hess Street South, Hamilton), on behalf of the owners, Chintamani Pathak and Savitri Pathak, to establish an outdoor boulevard cafe at 18 Hess Street South, measuring a total of 350.46 square feet, on the Hess Street South road allowance, be approved during the pleasure of Council, subject to the following:
- i) That the applicant and owner enter into a Boulevard Cafe Agreement in a form satisfactory to the Commissioner of Transportation/Environmental Services and the City Solicitor;
 - ii) That the applicant and owner pay the processing and registration fee of \$217.00 and first annual encroachment fee of \$788.54 plus taxes, if applicable;
 - iii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City of Hamilton and holding the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
 - iv) That the applicant occupy the licensed area of the boulevard from May 1 to October 31 of each year of the agreement, provided that all furniture, equipment, etc. be removed from the road allowance at all other times.

Cont'd...

Proposed Outdoor Boulevard Cafe
Hess Village Cafe
18 Hess Street South, Hamilton

Cont'd...

- b) That the Mayor, the City Clerk and the City Treasurer be authorized and directed to execute the Boulevard Cafe Agreement.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The annual fee has been calculated to be \$788.54. We have received \$217.00 from the applicants for processing and registration fees.

BACKGROUND:

A request has been received from D. Loyst and J. Hettinga, proprietors of the Hess Village Cafe at 18 Hess Street South requesting permission to establish an outdoor boulevard cafe on the Hess Street road allowance abutting the above mentioned establishment.

The proposal would be to utilize 350.46 square feet of road allowance and to provide seating for 40 patrons.

The practice of this Department concerning applications for outdoor boulevard cafes is to circularize to the residents and businesses in the area, the affected municipal departments and the public utility companies for comments and concerns.

The results of our circularization are as follows:

Total number circularized 196

In favour 8

Opposed 6

No comment 5

No response 177

Cont'd...

-Page 3-
1992 June 12

Proposed Outdoor Boulevard Cafe
Hess Village Cafe
18 Hess Street South, Hamilton

Cont'd...

Those opposed felt that the area already has enough cafes and that it would contribute to noise problems and parking shortages in the area.

No negative comments were received from utility companies or municipal departments.

As this area already has several outdoor cafes and as we have not received negative responses from any municipal departments, this Department recommends in favour of the cafe.

ty MJB:
MP:
cc: Staff Sgt. Heddle, Regional Police Services
cc: M. Main, Director, Traffic Department



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Transportation / Environmental Services Group

Roads Department
71 Main Street West, Hamilton, Ont. L8N 3T4

Tel. (416)546-4170
Fax (416)526-6665

M. Preston
T103-69-35

June 15, 1992

Dear Resident:

Comments concerning the proposed outdoor boulevard cafe at 18 Hess Street South were previously requested from you.

As the analysis of the proposal is now complete, the Transport and Environment Committee will make a recommendation to City Council. Should you wish to attend the Committee meeting, it will be held on Monday June 22, 1992 at 9:30 a.m., Room 233, Hamilton City Hall.

Should you require further information, please contact me at 546-4279.

J.K. Clairmont
Transportation Technician

MJP:ls

cc: Alderman, V. Agro
cc: Alderman, Wm. McCulloch
cc: K. Christenson,
City Clerks Office



THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
Transportation / Environmental Services Group

Environmental Services Department
71 Main Street West, Hamilton, Ont. L8N 3T4

Tel. (905) 571-2200
Fax (905) 571-2201

1(c)

May 15, 1992

Ministry of the Environment
Ellen Fairclough Building
119 King Street West
12th Floor
P.O. Box 2112
Hamilton, Ontario
L8N 3Z9

RECEIVED

MAY 20 1992

CITY CLERKS

Att: J. Vogt
District Officer

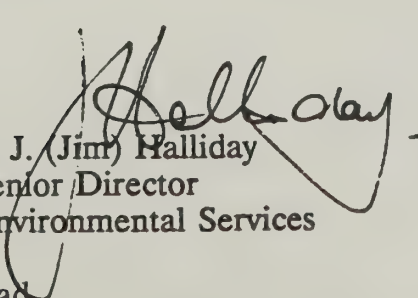
Transport & Environment Committee - Waste Facilities

Dear Mr. Vogt:

Please plan to attend the next **Transport & Environment Committee** meeting to be held on Monday, June 22, 1992 at 9:30 a.m. in Room 233, 2nd Floor, City Hall.

The report respecting waste facilities will be presented at this meeting and we are requesting that you be in attendance to answer questions relating to this particular topic.

I trust that the Secretary of the Transport & Environment Committee, Mr. K. Christenson will be in touch with you as the date draws closer.


P. J. (Jim) Halliday
Senior Director
Environmental Services

:cad

cc: J. Pavelka, Acting City C.A.O.

cc: ~~K. Christenson, Secretary~~

Transport & Environment Committee

cc: V. Terluk, Solid Waste

CITY OF HAMILTON

- INFORMATION -

DATE: 1992 June 12
E308-01 V. Terluk

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT: Ministry of Environment - Approvals Process


P.J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND

At its meeting of Monday May 4th, the City of Hamilton Transport and Environmental Committee directed that staff prepare an information report explaining the process which is normally followed by the Ministry of the Environment (MOE) in evaluating applications requesting Certificates of Approval from proponents wishing to carry out environmentally related activities.

The Ontario Ministry of Environment (MOE) has jurisdiction over a wide range of functions related to the management of solid waste, water and waste water treatment, air quality, and other activities which generally endeavour to improve the quality of the environment and reduce the risks of impairment to humans and to nature.

Although the MOE is the ultimate authority in determining whether a particular environmental activity should be carried out, the Ministry does not make its final determination without consulting with, and soliciting the opinions of, other levels of government.

The extent of the Ministry's request for comments is dependent largely on the type of environmental activity being proposed. For example, an application to the Ministry requesting approval to operate a large scale sanitary landfill site or an incinerator, such as SWARU, would require lengthy hearings and the involvement of teams of environmental consultants and legal staff. Conversely, a mundane activity such as the relocation of a barrel of PCB contaminated oil within a particular municipality would require relatively little involvement from the public or interest groups. Furthermore, the Ministry's approval jurisdiction is limited to those activities which are within its provincial mandate. There are often, many components in a specific proposal which are completely outside the Ministry's scope. Some of these activities include traffic control, zoning, sewer use, noise abatement, fire prevention, building and development approval, all of which must be complied with appropriately otherwise the Ministry will not issue its Certificate of Approval to the proponent.

The Ministry's principal objective for involving other levels of government in its approvals process is to make the municipality aware of the proposal and to invite municipal input to ensure that the proponent's activities are properly assessed and are carried out in a manner which is in total compliance with existing by-laws and regulation, and is commensurate with good environmental practice.

In the recent past there has been a dramatic increase in public awareness in the need to preserve and sustain natural resources and the environment. As a result of this awareness the Ministry has prepared numerous policies to encourage, and frequently obligate that corrective environmental activities be in place prior to the waste management proposal being permitted to begin. Both the City of Hamilton and the Region of Hamilton-Wentworth play a significant role in helping the Ministry in its assessment of the various proposals which it receives.

The following sequence of activities, in chronological order, is typical of the process normally followed by the MOE and the local municipality in assessing the viability of a proposal.

- * The West Central offices of the MOE receives an application from a proponent (municipal or private) for a Certificate of Approval to carry out activities such as waste haulage, recycling, waste processing, waste incineration, composting and other similar activities which generally fall outside the approval jurisdiction of the local government.
- * The MOE's standard procedure for assessing the viability of the above undertaking, is to request Local and Regional Governments for their comments on the proposal. The comments which the Ministry staff receives are considered in their final evaluation and the decision in granting a Certificate of Approval to the proponent.

- * Proposals within the City of Hamilton are usually brought to the attention of the City Clerk for comments who in turn requests the Region to carry out a review of the proposal and prepare a response to the Ministry on the City's behalf.
- * In order to satisfy the City's regulatory mandate, as well as the Ministry's request for comments, staff from various City and Regional departments are requested to visit the proposed facility and to review all the background documentation provided by the proponent.
- * The City and Regional departments normally involved in evaluating the proposal include: Planning, Traffic, Building, Noise By-Law, Legal, Clerks, and Environmental Services. After receiving review comments from the aforementioned departments, Regional Solid Waste Management Staff compile and summarize the comments into a Transport and Environmental Committee report format, which is presented to the Committee for their approval. The report usually makes a recommendation either supporting or opposing the proposal.
- * After City Council endorses the Committee's recommendation, a copy of the Council's resolution is submitted to the Ministry as an official response to be considered in the Ministry's own assessment of the proposal.
Quite often, in their response, the City will detail the conditions which it believes the proposal must satisfy in order to earn the City's consent to the proposal. These types of conditions are normally included as part of the Ministry's Certificate of Approval - Operating Conditions.
- * Ministry officials review the City's comments and use them to determine whether the proponent should be issued a Certificate Of Approval. If a Certificate is issued, it normally is a Provisional Certificate of Approval which carries a set of operational conditions which the proponent must abide by in order to retain the certificate.
- * The only other action which may be necessary by municipal staff, if the proponent receives a Certificate of Approval from the Ministry, is to visit the proponent's facility periodically to confirm that the conditions of approval, which were specified by the City, are being complied with fully

CONSENT AGENDA

**Transport and Environment Committee
Monday, 1992 June 22
9:30 o'clock a.m.
Room 233, City Hall**

A G E N D A

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held 1992 May 4

B. DIRECTOR OF TRAFFIC SERVICES

- i. Neighbourhood Watch - Lisgar Neighbourhood
- ii. Intersection Control
 - (a) King Street West at Dalewood Avenue/Dalewood Crescent
 - (b) East Avenue South and Webber Street
 - (c) Maple Avenue and Grosvenor Avenue South
 - (d) Cranbrook Drive and Gretna Court
 - (e) Broughton Avenue and Ashridge Place
 - (f) Mount Albion Road and Greenhill Avenue
 - (g) Installation of Traffic Signs and Traffic Control Devices in Construction Areas
 - (h) Rexford Drive and Robson Crescent
 - (i) DiCenzo Drive and Trieste Place

iii. **School Crossing Guards**

- (a) Proposed Policy for Assigning School Crossing Guards on a Temporary Basis
- (b) Charlton Avenue East and Walnut Street

iv. **Parking Regulations**

- (a) Elgin Street - Vicinity of Beasley Park
- (b) Tisdale Street South between Main Street and Erie Avenue
- (c) South Side of Orphir Road between Pottruff Road South and Gailmont Drive
- (d) East Side of Cathcart Street between Kelly Street and Cannon Street
- (e) East Side of Undercliffe Avenue south of Aberdeen Avenue
- (f) Augusta Street between Catharine Street South and Walnut Street South
- (g) No. 62 Peter Street
- (h) Fairview Avenue
- (i) Young Street between Ferguson Avenue and John Street - Overnight Parking Prohibition
- (j) South Side of Haymarket Street, east of Hughson Street South
- (k) No. 590 East 27th Street - Removal of a reserved "Permit Parking" space for a disabled resident
- (l) No. 63 Fullerton Avenue - Request for a reserved "Permit Parking" space for a disabled resident
- (m) Nos. 196 and 198 Wood Street East - Request for reserved "Permit Parking" spaces for disabled residents
- (n) No. 48 Somerset Avenue - Request for a reserved "Permit Parking" space for a disabled resident
- (o) West side of Locke Street North - Request for a reserved "Permit Parking" space for a disabled resident

Transport and Environment Committee

- (p) No. 433 Ferguson Avenue North -
Request for a reserved "Permit Parking" space for a disabled resident
- (q) No. 18 Nightingale Street - Request to remove a
reserved "Permit Parking" space for a disabled resident
- (r) No. 85 Clinton Street - Request for a reserved
"Permit Parking" space for a disabled resident
- (s) No. 39 Leeming Street - Request for a reserved
"Permit Parking" space for a disabled resident
- (t) No. 509 Dunsmure Road - Request for a reserved
"Permit Parking" space for a disabled resident
- (u) No. 26 Greig Street - Request for a reserved
"Permit Parking" space for a disabled resident
- (v) No. 287 East 22nd Street - Request to remove an
existing Wheelchair Loading Zone
- (w) No. 661 Wilson Street - Request for a Wheelchair
Loading Zone on Gibson Avenue
- (x) Intersection of Tisdale Avenue North and King
William Street - Corner Clearances
- (y) North side of Herkimer Street, east of MacNab Street -
Driveway Clearance
- (z) School Bus Loading Zone on Franklin Road adjacent
to Franklin Road Elementary School

C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

- i. City of Hamilton Fit Day Run and Roll 1992 May 27
- ii. Presbyterian Church Reception, Jackson Street West, 1992 June 7
- iii. Boy Scout/Girl Guide Parade
- iv. Neighbourhood Block Parties, Sunday, 1992 June 14

- v. Proposed Private Crossing Agreement, Beach Road
Railway Crossing, East of Kenilworth Avenue,
CN/CP Industrial Lead
- vi. Incorporating Certain City Lands into Various Streets By By-law
- vii. Earthsong Festival
- viii. Cummunita Racalmultese Maria S.S. Delmonte Street Closure for
Fireworks Display
- ix. Annual Overload Permit Earl Paddock Transportation Inc.

D. DIRECTOR OF PUBLIC WORKS

- i. Proposed Construction of an Independent Concrete Curb
on the East Side of Upper Kenilworth Avenue between
Landron Avenue and Limeridge Road
- ii. Proposed Construction of Concrete Sidewalks:
 - 1. West Side of West 33rd Street at the west end
of Elmwood Avenue
 - 2. East end of South Bend Road East (north side) at the
north end of Holt Avenue
- iii. Proposed Construction of Concrete Sidewalks on both sides
of Scenic Drive between Denlow Avenue and Upper Paradise Road

E. MANAGER OF PURCHASING

- i. Concrete Cutting and Asphalt Planing During 1992,
1993 and 1994, Public Works Department
- ii. Consulting Services, Pavement Management System

**F. INTERVIEWING COMMITTEE
PEDESTRIAN SAFETY ADVISORY SUB-COMMITTEE**

Citizen Members - Pedestrian Safety Advisory Sub-Committee

2(A)

Monday, 1992 May 4
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present:

Alderman H. Merling, Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman T. Jackson
Alderman F. D'Amico

Absent with Regrets:

Alderman V. J. Agro, Civic Business
Alderman F. Eisenberger, Vacation

Also Present:

Alderman T. Cooke
Alderman Wm. McCulloch
Alderman D. Drury
Alderman G. Copps
Alderman D. Agostino
Alderman T. Anderson
Ms. L. Orban, Board of Education
Mr. J. G. Pavelka, Acting Chief Administrative Officer
Mr. D. Lobo, Acting Director of Public Works
Mr. R. Meiers, Department of Public Works
Mr. B. Chrystian, Department of Public Works
Ms. P. Ulbinas, Department of Public Works
Mr. R. Gadawski, Horticultural Division
Mr. E. M. Gill, Senior Director, Roads Department
Mr. V. Terluk, Environmental Services Department
Mr. M. Watson, Real Estate Division
Mr. M. Hazell, Traffic Department
Mr. T. Arnold, Traffic Department
Constable Grigsby, Regional Police Department
Constable Clark, Regional Police Department
Ms. H. Ortmann, Stinson Community Association
Mr. A. Fracassi, Philip Environmental Inc.
Mr. T. Pingue, Philip Environmental Inc.
Mr. K. C. Christenson, Secretary

1. CONSENT AGENDA

A. ADOPTION OF MINUTES

The minutes of 1992 April 6 meeting of the Transport and Environment Committee were adopted as circulated.

B. DIRECTOR OF TRAFFIC SERVICES**i. HAMILTON STREET RAILWAY COMPANY****(a) Locke Route - Bus Stop Relocation**

The Committee was in receipt of a report dated 1992 April 2 from the Director of Traffic Services respecting the Locke Route - Bus Stop Relocation.

The Committee approved the following recommendation:

- (a) That in accordance with the request by the Hamilton Street Railway Company, the following bus stop be removed:

Route 7 Locke - Outbound

- delete - Locke Street South east side, 49 feet south of Tuckett Street (N/S)

- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) Upper Paradise Route - Detour Bus Routing and Temporary Bus Stops

The Committee was in receipt of a report dated 1992 April 24 from the Director of Traffic Services respecting Upper Paradise Route - Detour Bus Routing and Temporary Bus Stops.

The Committee approved the following recommendation:

- (a) That in accordance with the request by the Hamilton Street Railway Company:

- i. the following temporary bus route be approved:

Route 34 Upper Paradise

Inbound/Outbound - Upper Horning, Mohawk Road to Golflinks

- ii. the following temporary bus stops be approved:

Outbound - Upper Horning Road, west side, 82 feet south of the south curb line of Mohawk Road (F/S); and

Outbound - Upper Horning Road, west side, 48 feet north of the north curb line of Golflinks Road (F/S); and

Outbound - Upper Horning Road, east side, 156 feet north of the centre of Golflinks Road (M/B); and

- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. INTERSECTION CONTROL(a) **Intersection of Osborne Street and Walmer Road**

The Committee was in receipt of a report dated 1992 April 7 from the Director of Traffic Services respecting the intersection of Osborne Street and Walmer Road.

The Committee approved the following recommendation:

- (a) That northbound traffic on Osborne Street be required to stop for eastbound and westbound traffic on Walmer Road; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Intersection of Acadia Drive and Butler Drive**

The Committee was in receipt of a report dated 1992 April 14 from the Director of Traffic Services respecting the intersection of Acadia Drive and Butler Drive.

The Committee approved the following recommendation:

- (a) That eastbound traffic on Butler Drive be required to stop for northbound and southbound traffic on Acadia Drive; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Intersection of Highridge Avenue and Swan Street - Corner Clearance**

The Committee was in receipt of a report dated 1992 March 31 from the Director of Traffic Services respecting the intersection of Highridge Avenue and Swan Street - Corner Clearance.

The Committee approved the following recommendation:

- (a) That the existing "No Stopping" regulation on the east side of Highridge Avenue which commences at Swan Street and extends to a point 59 feet northerly therefrom be shortened, such that the regulation commences at Swan Street and extends to a point 34 feet northerly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

iii. PARKING REGULATIONS(a) **Aberdeen Avenue between Bay Street South and James Mountain Road**

The Committee was in receipt of a report dated 1992 April 14 from the Director of Traffic Services respecting Aberdeen Avenue between Bay Street South and James Mountain Road.

The Committee approved the following recommendation:

- (a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Aberdeen Avenue commencing at a point 235 feet west of James Mountain Road and extending to Bay Street South; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Leclaire Street**

The Committee was in receipt of a report dated 1992 April 1 from the Director of Traffic Services respecting Leclaire Street.

The Committee approved the following recommendation:

- (a) That a "No Parking" regulation be implemented on the south and east sides of Leclaire Street commencing at a point 240 feet north of Lionsgate Avenue and extending to a point 157 feet west of Verdun Court; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **West Side of Elgin Street, North of Barton Street**

The Committee was in receipt of a report dated 1992 April 6 from the Director of Traffic Services respecting the west side of Elgin Street, north of Barton Street.

The Committee approved the following recommendation:

- (a) That a "No Parking" regulation be implemented on the west side of Elgin Street commencing at a point 290 feet north of Barton Street and extending to a point 74 feet northerly therefrom; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(d) **No. 216 Gibson Ave. - Discharge of Residential Boulevard Parking Agreement**

The Committee was in receipt of a report dated 1992 April 3 from the Director of Traffic Services respecting No. 216 Gibson Avenue - Discharge of Residential Boulevard Parking Agreement.

The Committee approved the following recommendation:

- (a) That the existing residential boulevard parking agreement registered as Instrument No. 11146 to the property at No. 216 Gibson Avenue be discharged, at the property owner's expense; and
- (b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

(e) **No. 136 Mountain Park Ave. - Discharge of Residential Boulevard Parking Agreement**

The Committee was in receipt of a report dated 1992 April 14 from the Director of Traffic Services respecting No. 136 Mountain Park Avenue - Discharge of Residential Boulevard Parking Agreement.

The Committee approved the following recommendation:

- (a) That the existing residential boulevard parking agreement between the City and Mrs. J. O'Sullivan, registered as Instrument No. 091279 to the property at No. 136 Mountain Park Avenue be discharged, at the property owner's expense; and
- (b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and
- (c) That the City Treasurer be directed to revise the billing records accordingly.

(f) **No. 9 Hope Avenue - Discharge of Residential Boulevard Parking Agreement**

The Committee was in receipt of a report dated 1992 April 14 from the Director of Traffic Services respecting No. 9 Hope Avenue - Discharge of Residential Boulevard Parking Agreement.

The Committee approved the following recommendation:

- (a) That the existing residential boulevard parking agreement between the City and Mrs. Brenda Lockhart, registered as Instrument No. 495450 to the property at No. 9 Hope Avenue be discharged, at the property owner's expense; and
- (b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and
- (c) That the City Treasurer be directed to revise the billing records accordingly.

(g) **No. 514 John Street North - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1992 April 10 from the Director of Traffic Services respecting No. 514 John Street North - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident.

The Committee approved the following recommendation:

- (a) That the existing "Permit Parking" regulation on the east side of John Street North commencing at a point 114 feet south of Burlington Street East and extending to a point 22 feet southerly therefrom be removed; and
- (b) That the City Traffic By-law No. 89-72 be amended accordingly.

(h) **Apartment Building at No. 47 Duke Street -
Application for a Time Limit Exemption Permit**

The Committee was in receipt of a report dated 1992 April 3 from the Director of Traffic Services respecting an apartment building at No. 47 Duke Street - Application for a Time Limit Exemption Permit.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first six applicants residing in the apartment building at No. 47 Duke Street.

iv. **SCHOOL CROSSING GUARDS**

(a) **Maplewood Avenue and Springer Avenue**

The Committee was in receipt of a report dated 1992 January 30 from the Director of Traffic Services respecting Maplewood Avenue and Springer Avenue.

The Committee approved the following recommendation:

That the School Crossing Guard, which was relocated on 1991 October 17, from Maplewood Avenue and Norway Avenue to Maplewood Avenue and Springer Avenue on a trial basis, be permanently assigned to Maplewood Avenue and Springer Avenue.

C. SENIOR DIRECTOR, ROADS DEPARTMENT**i. ENCROACHMENT AGREEMENTS****(a) Inadvertent Encroachment Agreements**

The Committee was in receipt of a report dated 1992 April 24 from the Senior Director, Roads Department respecting Encroachment Agreements:

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations outlined in Appendix "A", appended hereto, be approved during the pleasure of Council provided:

- (a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.
- (c) That the first year fee and subsequent annual fee outlined in Appendix "A", be set for these encroachments.

(b) Amendment of Encroachment Agreement - No. 182 Rebecca Street

The Committee was in receipt of a report dated 1992 April 23 from the Senior Director, Roads Department respecting an amendment of Encroachment Agreement, 182 Rebecca Street, Hamilton.

The Committee approved the following recommendation:

That the application of J. Beume, 100 Adelaide Street West, Toronto, Ontario M5H 1S3, previously approved by City Council on 1991 July 30 to permit the encroachment of planter boxes and landscaping measuring 1.2m x 5.2m and now amended to provide for an aluminum post measuring 50mm x 150mm, be approved during the pleasure of Council provided:

- (a) That the owner enter into an agreement satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.
- (b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.
- (c) That the first year fee and subsequent annual fee be set for this encroachment.

ii. 1992 SERVICING EXPENDITURES RELATED TO SUBDIVISIONS**"Blossom Estates" and "Rymal Square Estates - Phase I"**

The Committee was in receipt of a report dated 1992 April 16 from the Senior Director, Roads Department respecting 1992 Servicing Expenditures related to Subdivisions.

The Committee approved the following recommendation:

- (a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated cost of services in:
 - i. "BLOSSOM ESTATES", Hamilton

City's Share \$ 118,238.39	Subdivider's Share \$152,242.32
----------------------------	---------------------------------
 - ii. "RYMAL SQUARE ESTATES - PHASE 1", Hamilton

City's Share - Nil	Subdivider's Share \$ 143,397.39
--------------------	----------------------------------
- (b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the owners of "Blossom Estates" and "Rymal Square Estates - Phase 1".
- (c) That approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plans and Subdivision Agreements have been registered.
- (d) That in the event the Subdividers wish to proceed prior to the registration of the Final Plans and Subdivision Agreements, they should be allowed to do so at their own risk provided they enter into standard agreements for pre-servicing.
- (e) That the City's share of costs for services in "Blossom Estates" (\$ 118,238.39) be approved and that the Finance and Administration Committee recommend the source of funding for these projects.
- (f) That the City Solicitor be authorized and directed to prepare the necessary by-law (s) and any other documents required to establish Part 31, Registered Plan 62M-644 as part of Fano Drive road allowance. Said by-law is not to be registered until the Final Plan for Rymal Square Estates - Phase 1 is registered.

iii. ANNUAL OVERLOAD PERMITS TRAFFIC BY-LAW REVISIONS

The Committee was in receipt of a report dated 1992 April 21 from the Senior Director, Roads Department respecting annual overload permits - Traffic By-law Revisions.

The Committee approved the following recommendation:

- (a) That City Council delegate the authority to issue annual permits under Section 7(6)(a) of the City Traffic By-law No. 89-72, as amended, to the Commissioner of Transportation/Environmental Services;
- (b) That the City Traffic By-law No. 89-72, as amended, be further amended to reflect the delegation of authority as set out in recommendation (a).

iv. INCORPORATING CERTAIN CITY LANDS INTO VARIOUS STREETS BY BY-LAW

The Committee was in receipt of a report dated 1992 April 24 from the Senior Director, Roads Department respecting incorporating certain City lands into various streets by by-law.

The Committee approved the following recommendation:

- (a) That the following City lands be incorporated into the streets as follows:

Harbottle Court	Part 1	Plan 62R-11994
Sorrento Place	Block 88	Plan 62M-511

- (b) That the by-law to carry out the incorporation of the said lands into the foregoing streets be enacted by City Council.
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

D. DIRECTOR OF PROPERTY

- i. Sale of Part of 877 and 879 Main Street West and part of 88 Haddon Avenue, Hamilton to the Regional Municipality of Hamilton-Wentworth

The Committee was in receipt of a report dated 1992 April 23 from the Director of Property respecting the sale of part of 877 and 879 Main Street West and part of 88 Haddon Avenue, Hamilton to the Regional Municipality of Hamilton-Wentworth.

The Committee approved the following recommendation:

- (a) That an Offer to Purchase for the sale by the Corporation of the City of Hamilton to the Regional Municipality of Hamilton-Wentworth, scheduled to close on or before 1992 June 19 and an Authority to Enter by the Regional Municipality of Hamilton-Wentworth on the land described as:
- i. Part of Lot 6, Registrar's Compiled Plan 1479, having a frontage of 17.974 metres (58.97 feet), more or less, along the western limit of Longwood Road, comprising an area of 123.3 square metres (1,327.23 square feet), more or less, more particularly described as Part 17 on Plan 62R-11411, municipally known as part of 879 Main Street West, Hamilton;
 - ii. Part of Lot 6, Registrar's Compiled Plan 1479, having a frontage of 10.136 metres (33.255 feet), more or less, along the southern limit of Main Street West, comprising an area of 33.6 square metres (361.7 square feet), more or less, more particularly described as Part 16 on Plan 62R-11411, municipally known as part of 879 Main Street West, Hamilton;
 - iii. Part of Lot 6, Registrar's Compiled Plan 1479, having a frontage of 17.561 metres (57.615 feet), more or less, along the western limit of Longwood Road, comprising an area of 334.4 square metres (3,599.6 square feet), more or less, more particularly described as Parts 1 and 2 on Plan 62R-11779, municipally known as part of 877 Main Street West, Hamilton;

- iv. Part of Lot 83, Registered Plan 703, having a frontage of 32.678 metres (107.41 feet), more or less, along the southern limit of Main Street West, and comprising an area of 58.6 square metres (630.4 square feet), more or less, more particularly described as Part 1 on Plan 62R-11466, municipally known as part of 88 Haddon Avenue South, Hamilton;

be approved and completed, and the funds derived from this sale of \$169,500. be credited to Account No. CH4X501 00102 (Sale of Property - Reserve for Property Purchase).

- (b) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

ii. **Sale of Land Between 94 and 96 Salem Avenue to Sheila Avery**

The Committee was in receipt of a report dated 1992 April 15 from the Director of Property respecting the sale of land between 94 and 96 Salem Avenue to Sheila Avery:

The Committee approved the following recommendation:

- (a) That an Offer to Purchase executed by Sheila Avery on 1992 March 23 and scheduled for closing on or before 1992 July 6, for the purchase of a surplus parcel of land between 94 and 96 Salem Avenue, having a frontage along the westerly limit of Salem Avenue of 2.62 metres (8.595 feet), being triangular in shape, containing 31.3 square metres (336.92 square feet), shown as Part 2 on Plan 62R-7084, be approved and completed and the funds derived from this sale of \$501. be credited to Account No. CH59050 30001 (Outside Recoveries).
- (b) That, as required, a deposit cheque in the amount of \$50. is being held by the City Treasurer, pending approval of this transaction.
- (c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

iii. **City Land Adjacent to Regional Roads to be conveyed to the Regional Municipality of Hamilton-Wentworth**

The Committee was in receipt of a report dated 1992 April 21 from the Director of Property respecting city land adjacent to Regional Roads to be conveyed to the Regional Municipality of Hamilton-Wentworth.

The Committee approved the following recommendation:

- (a) That Section 24 of the Twenty-Third Report of the Board of Control, approved by City Council on 1979 April 24, be amended to include the 13 properties to be conveyed to the Region for a nominal sum of \$1. for road widening purposes as outlined in Appendix "B" appended hereto. The lands conveyed will all form part of the Regional road system.
- (b) That the City Solicitor be authorized and directed to take the necessary action to finalize this transaction.

iv. **Dedication of Land at the Rear of 614 Stone Church Road East to the City for Roadway Purposes - Reverend Alan and Florrie McGuirl**

The Committee was in receipt of a report dated 1992 April 28 from the Director of Property respecting the dedication of land at the rear of 614 Stone Church Road East to the City for Roadway Purposes - Reverend Alan and Florrie McGuirl.

The Committee approved the following recommendation:

- (a) That the City accept title to the land required for the extension of Acadia Drive from Reverend Alan and Florrie McGuirl, described as part of Lot 9, Concession 8, formerly in the geographic Township of Barton, now in the City of Hamilton, containing .162 acre (655.76 square metres) more or less, as outlined in Appendix "C" appended hereto, be approved and completed. Subject parcel forms part of the property known as 614 Stone Church Road East, and is scheduled to be conveyed to the City on or before 1992 May 29.
- (b) That the developer's solicitor prepares the necessary deed and certifies title to the City, the developer being Carriage Gate Homes.

E. **ACTING DIRECTOR OF PUBLIC WORKS**

i. **Proposed Construction of Sidewalks as Local Improvements on Upper Paradise Road, South of Stone Church Road**

The Committee was in receipt of a report dated 1992 April 29 from the Acting Director of Public Works respecting the proposed construction of sidewalks as local improvements on Upper Paradise Road, South of Stone Church Road.

The Committee approved the following recommendation:

- (a) That the construction of the following projects proceed as Local Improvements pursuant to Section 12 of the Local Improvement Act:
 - i. Upper Paradise Road east side from Stone Church Road to approximately 187m southerly and from approximately 86m south of Skyview Drive to approximately 83m southerly - independent concrete sidewalk at an estimated gross cost of twenty-seven thousand, seven hundred dollars (\$27,700.), City's share seven thousand, nine hundred and sixty-four dollars (\$7,964.), Owner's share nineteen thousand, seven hundred and thirty-six dollars (\$19,736.).
 - ii. Upper Paradise Road west side from Stone Church Road to approximately 138m southerly - independent concrete sidewalk at an estimated gross cost of eleven thousand, four hundred dollars (\$11,400.), City's share three hundred and four dollars (\$304.), Owner's share eleven thousand and ninety-six dollars (\$11,096.).

All as provided for in the 1992 portion of the 1992 - 2001 Capital Budget; and,

- (b) That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and,
- (b) That the Senior Director of Roads be authorized to construct these works on behalf of the City once all of the necessary approvals have been received; and,
- (d) That the City Clerk and Acting Treasurer be directed to give the necessary notice of City Council's intention to undertake these works.

2. SENIOR DIRECTOR, ENVIRONMENTAL SERVICES DEPARTMENT**(a) Ball Packaging Consolidation of PCB Waste at 391 Victoria Avenue North**

The Committee was in receipt of a report dated 1992 April 24 from the Director of Environmental Services Department respecting Ball Packaging Consolidation of PCB Waste at 391 Victoria Avenue North.

Alderman Copps expressed her objection to other municipalities bringing their waste to Hamilton as recommended in the report. Mr. V. Terluk of the Environmental Services Department appeared before the Committee and explained the background of the request and the procedures that the Ministry of the Environment follows in granting its approval including soliciting the City's and Regional's comments.

Following considerable discussion, the Committee approved the following recommendation:

- (a) That recommendation 3 (a) respecting Ball Packaging Consolidation of PCB Waste at 391 Victoria Avenue North be referred back to staff for a more comprehensive report.
- (b) That a representative of the local Ministry of the Environment Office be requested to appear before the Transport and Environment Committee to explain the process, policies and regulations by which the Ministry of the Environment grants approval for the various applications received.

(b) R. T. Recycling Technology Application for a Certificate of Approval for a Waste Disposal Site (Processing)

The Committee was in receipt of a report dated 1992 April 24 from the Director of Environmental Services Department respecting R. T. Recycling Technology Application for a Certificate of Approval for a Waste Disposal Site (Processing).

Following considerable discussion, the Committee approved the following recommendation:

- (a) That recommendation 3 (b) respecting R. T. Recycling Technology Application for a Certificate of Approval for a Waste Disposal Site (Processing) be referred back to staff for a more comprehensive report.
- (b) That a representative of the local Ministry of the Environment Office be requested to appear before the Transport and Environment Committee to explain the process, policies and regulations by which the Ministry of the Environment grants approval for the various applications received.

(c) Philip Environmental Services Corp. Application for Amendment to the Certification of Approval No. A10011145

The Committee was in receipt of a report dated 1992 April 24 from the Director of Environmental Services Department respecting Philip Environmental Services Corp. Application for Amendment to the Certificate of Approval No. A10011145.

The Committee expressed concern with the intent of the application and following considerable discussion, the Committee agreed that the Philip Environmental Services Corp. representatives present at the meeting be allowed to address the Committee to further explain their application.

Mr. Tony Pingue appeared before the Committee and gave a background of the Philip Environmental application for an amendment to the Certificate of Approval. He explained that the nature of the operation was recycling and not storage and that Philip Environmental had gone through the process of making its application to the Ministry.

Following further discussion, the Committee approved the following recommendation:

- (a) That the West Central Region Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to Philip Environmental Services Corp. receiving an amendment to their existing Certificate of Approval No. A1001145 for a Waste Disposal Site (Processing) located at 799 - 800 Parkdale Avenue North, Hamilton; provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional by-laws are complied with fully.
- (b) That a copy of this report and its attachments be submitted to the West Central Region Branch of the Ministry of the Environment for their consideration in the preparation of the amendment to the Certificate of Approval regulating the operation of the facility proposed by Philip Environmental Services Corp.
- (d) **Henkel Canada Ltd. Ward Street Decommissioning Site - Certificate of Approval for a Waste Disposal Site (Processing)**

The Committee was in receipt of a report dated 1992 April 24 from the Director of Environmental Services Department respecting Henkel Canada Ltd. Ward Street Decommissioning Site - Certificate of Approval for a Waste Disposal Site (Processing).

The Committee approved the following recommendation:

- (a) That recommendation 3 (d) respecting Henkel Canada Ltd. Ward Street Decommissioning Site - Certificate of Approval for a Waste disposal Site (Processing) be referred back to staff for a more comprehensive report.
- (b) That a representative of the local Ministry of the Environment Office be requested to appear before the Transport and Environment Committee to explain the process, policies and regulations by which the Ministry of the Environment grants approval for the various applications received.

3. DIRECTOR OF TRAFFIC SERVICES

- i. **School Crossing Guard Relocation - Quigley Road and Albright Road to Albright Road and Albright Court**

The Committee was in receipt of a report dated 1992 April 10 from the Director of Traffic Services respecting school crossing guard relocation - Quigley Road and Albright Road to Albright Road and Albright Court.

The Committee approved the following recommendation:

That one of the two School Crossing Guards at the intersection of Quigley Road and Albright Road be relocated to Albright Road at Albright Court (private road).

ii. **Glen Echo Drive and Nash Road - School Crossing Guard**

The Committee was in receipt of a report dated 1992 April 13 from the Director of Traffic Services respecting Glen Echo Drive and Nash Road - School Crossing Guard.

The Committee approved the following recommendation:

- (a) That a School Crossing Guard be hired on a temporary basis and assigned to the intersection of Glen Echo Drive and Nash Road during the morning and evening periods only; and
- (b) That the School Crossing Guard be removed if a traffic signal is installed at this location (investigations pending); and
- (c) That the School Crossing Guard at Mohawk Road East and Moxley Drive be removed.

4. **DIRECTOR OF PROPERTY**

120 Ferrie Street East

The Committee was in receipt of a confidential Information Report dated 1992 April 27 from the Director of Property respecting 120 Ferrie Street East.

The Committee agreed that the item be received.

5. **NEW BUSINESS**

Alderman Agostino raised the issue of garbage collection on statutory holidays and questioned whether any savings were realized by not picking up Garbage on the Easter Weekend.

Following discussion, the Committee approved the following recommendation:

That the Public Works Department staff prepare a full report on the issue of holiday garbage collection including any alternative proposals for cost savings and the impact on residents whose garbage was not collected.

6. **DELEGATIONS**

(a) **Stopping-Up and Closing Certain City Lands Known as Simcoe Street**

The Committee was in receipt of a report dated 1992 April 24 from the Senior Director, Roads Department respecting the stopping-up and closing of certain City lands known as Simcoe Street.

The Committee approved the following recommendation:

- (a) That the following City lands be closed, stopped-up and retained as follows:

All of Simcoe Street	west of west limit of Bay Street
and to grant a sewer	
easement over part of	
Simcoe Street	Parts 3,7,8,10, Plan 62R-12134

- (b) That the by-law to carry out the closing, stopping-up and retention of the foregoing be enacted by City Council.
- (c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

(b) **Intersection of Tisdale Street and Erie Avenue - Intersection Control**

The Committee was in receipt of a report dated 1992 April 30 from the Director of Traffic Services respecting the intersection of Tisdale Street and Erie Avenue - Intersection Control.

Alderman McCulloch introduced Constable Brian Grigsby of the Hamilton-Wentworth Regional Police Department to the Committee. Constable Grigsby described the situation at the intersection of Tisdale Street and Erie Avenue and described how a three-way stop at the intersection would alleviate the problems encountered by area residents. Constable Clark of the Hamilton-Wentworth Regional Police Department described the situation using a map of the area and explained the problem using photographs of the situation. Ms. H. Ortmann appeared before the Committee and distributed a report dated 1992 May 4 respecting the request for the three-way stop control at the intersection of Tisdale Street avenue Erie Avenue.

The Committee approved the following recommendation:

- (a) That a three-way stop control be implemented at the intersection of Tisdale Street and Erie Avenue.
- (b) That Constables Grigsby and Clark report back to the Transport and Environment Committee in six month's time outlining any improvements realized by the implementation of this three-way stop.

(c) **Trillium Awards - Promotions**

Mr. Bob Chrystian of the Public Works Department updated the Committee on the issuance of Trillium Awards. He stated that the "Trillium Awards night" was scheduled for 1992 September 30. He then introduced Ms. Penny Ulbinas and Mr. Rick Gadawski, the individuals from the Public Works Department responsible for the success of the Trillium Awards.

7. **ADJOURNMENT**

There being no further business, the Committee meeting adjourned.

Respectfully Submitted,

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson
Secretary

1992 May 4

Appendix "A"

Council Date: May 12, 1992

<u>Location</u>	<u>Type of Encroachment</u>	<u>Solicitor/Agent</u>	<u>First Year/Annual</u>	<u>File Number</u>
116 Crosthwaite Ave. N.	A frame appendage measuring 1.2' x 6.95'	Joel B. Kerr Barrister and Solicitor Hamilton Ontario L8P 2Z6	\$112.00/20.00	T103-50(982)
19 South Street	Wood Steps measuring 1.55' x 1.2' Frame Garage measuring 0.63'x12.5'	W. Ian Gordon P.O. Box 930 Stn A Hamilton Ontario L8N 3P9	\$112.00/20.00	T103-50 (981)
50 Hyde Park Ave.	Wood Steps measuring 5.33' x 9.0'	Evans, Husband Barristers and Solicitors 20 Hughson Street South Hamilton Ontario L8N 2A1	\$112.00/20.00	T103-50 (949)

2(B)(i)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 27

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

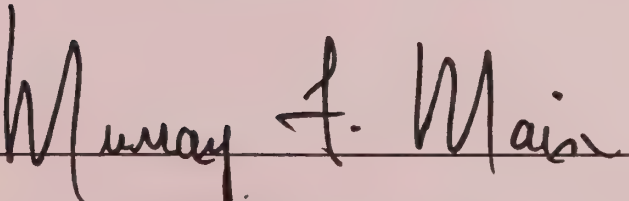
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Neighbourhood Watch Program for the Lisgar Neighbourhood. [TEC-89-92]

RECOMMENDATION:

- a) That the Lisgar Neighbourhood be designated as a Neighbourhood Watch Area; and
- b) That Neighbourhood Watch Signs for the Lisgar Neighbourhood be erected and maintained by the City Traffic Department, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and
- c) That the necessary funds be charged to account No. CH-55301-75030 (Neighbourhood Watch Program).

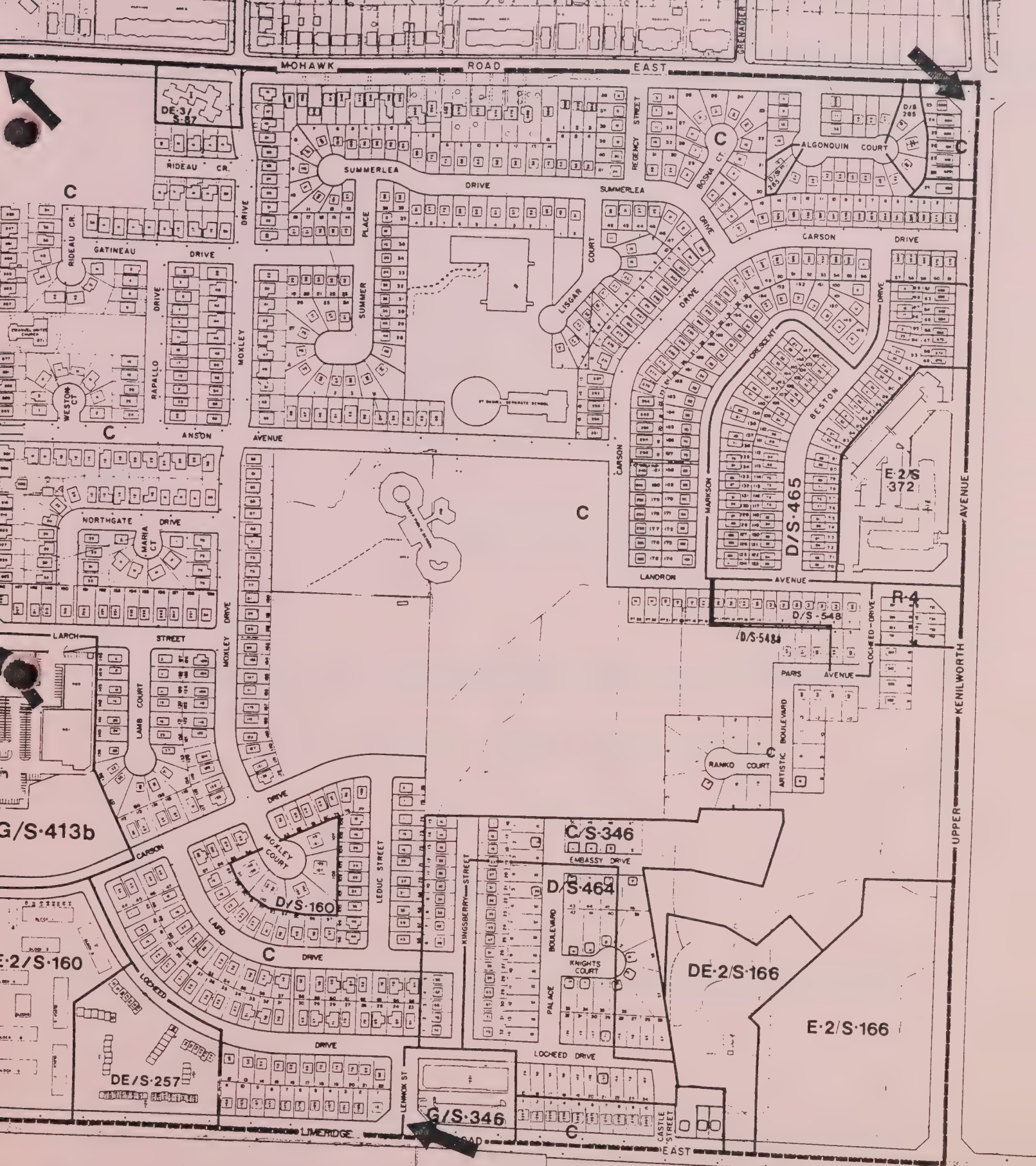


FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost for the signs is \$642.00 and funds are available for this purpose in the Neighbourhood Watch Program account. The balance remaining in the Neighbourhood Watch account would then be approximately \$2,691.19.

BACKGROUND:

The Regional Police Department has confirmed that the Lisgar Neighbourhood has an active Neighbourhood Watch Program, and has requested that the neighbourhood be signed accordingly. Sufficient funds are available for the erection of Neighbourhood Watch signs in this neighbourhood. Therefore, the Traffic Department concurs with this request.



2(BXiiXc)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 10

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

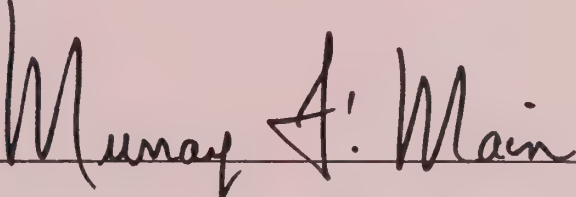
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Left turn prohibition - King Street West at Dalewood Avenue/Dalewood Crescent. [TEC-109-92]

RECOMMENDATION:

- a) That the eastbound left turn movement from King Street West to Dalewood Crescent be prohibited; and
- b) That City of Hamilton Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The signing changes are required because of the Main Street re-construction project and will be charged to that project.

BACKGROUND:

Main Street West between Macklin and Gary is presently being reconstructed. The total number of lanes available on Main Street has been reduced due to construction from five lanes to two lanes. A detour route has been established using King Street as an alternate path.

In order to accommodate the heavy volumes of westbound traffic, pavement markings and

signing at the intersection of King Street West and Dalewood were modified to allow two lanes of left turning traffic westbound. The double turn has been operating very satisfactorily.

However, due to the geometry of the King Street/Dalewood intersection, permitting the westbound double turn has reduced the visibility for the eastbound left turn. Demand for the eastbound left turn is very light (a recent traffic count showed two left turns in seven hours). While there have not been collisions involving eastbound left turns, it would be appropriate to prohibit the movement as a precaution.

A request from a resident of the area through Alderman Kiss supported the turn prohibition.

It is therefore recommended that, for the duration of the Main Street reconstruction project, eastbound left turns from King Street West to Dalewood Crescent be prohibited. A report recommending recinding the prohibition will be prepared when construction of Main Street West is complete.



MAYFAIR

STERLING

FORSYTH PL

OAKWOOD PL

ROAD

WHITTON

DALEWOOD

PROMORE

HADDON

STREET

SOUTH

C/S 763

KING

AVENUE

STREET

AVENUE

C

ARNOLD

DALEWOOD

AVE

TRAYMORE

DALEWOOD SENIOR
PUBLIC SCHOOL

26XiiXb)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 11

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

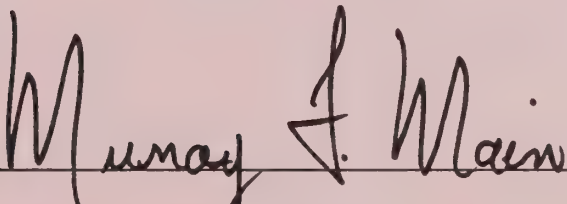
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of East Avenue South and Webber Street - Intersection Control. [TEC-108-92]

RECOMMENDATION:

- a) That eastbound traffic on Webber Street be required to stop for northbound and southbound traffic on East Avenue South; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mrs. Lise Pelkey, 703-161 East Avenue South, that stop control be implemented at the intersection of East Avenue South and Webber Street.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been only two reported collisions at this intersection in the past seven years. This is a reasonably good collision record for this type of intersection. However, the Traffic Department is not opposed to the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that eastbound traffic on Webber Street be required to stop for northbound and southbound traffic on East Avenue South.



G-3/S
546

E/S-810

STREET

VICTORIA AVENUE

SOUTH AVENUE

SOUTH STREET

TISDALE STREET

EAST

A

D

D

STINSON

CARTER PARK

A

STREET

VICTORIA AVE. S.

WEBBER STREET

EAST

D/S-673

D/S-238

E/S-1102

E/S-245

YOUNG STREET

A

JJ

A

JJ

A

A

A/S

CLAREMONT ACCESS

SITE PLAN CONTROL
BY-LAW No. 96-285

SHERMAN ACCESS

AVENUE

2(B)(ii)(c)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 28

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

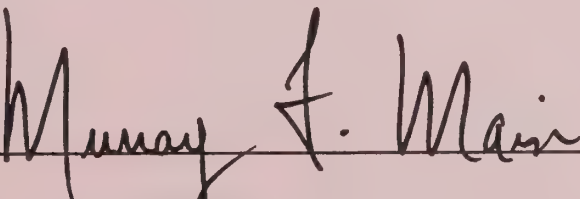
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Maple Avenue and Grosvenor Avenue South - Intersection Control. [TEC-84-92]

RECOMMENDATION:

That no action be taken on the request for four-way stop control at the intersection of Maple Avenue and Grosvenor Avenue.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted four-way stop control at this location will result in increased motor vehicle operating costs in the order of \$10,000.00 annually.

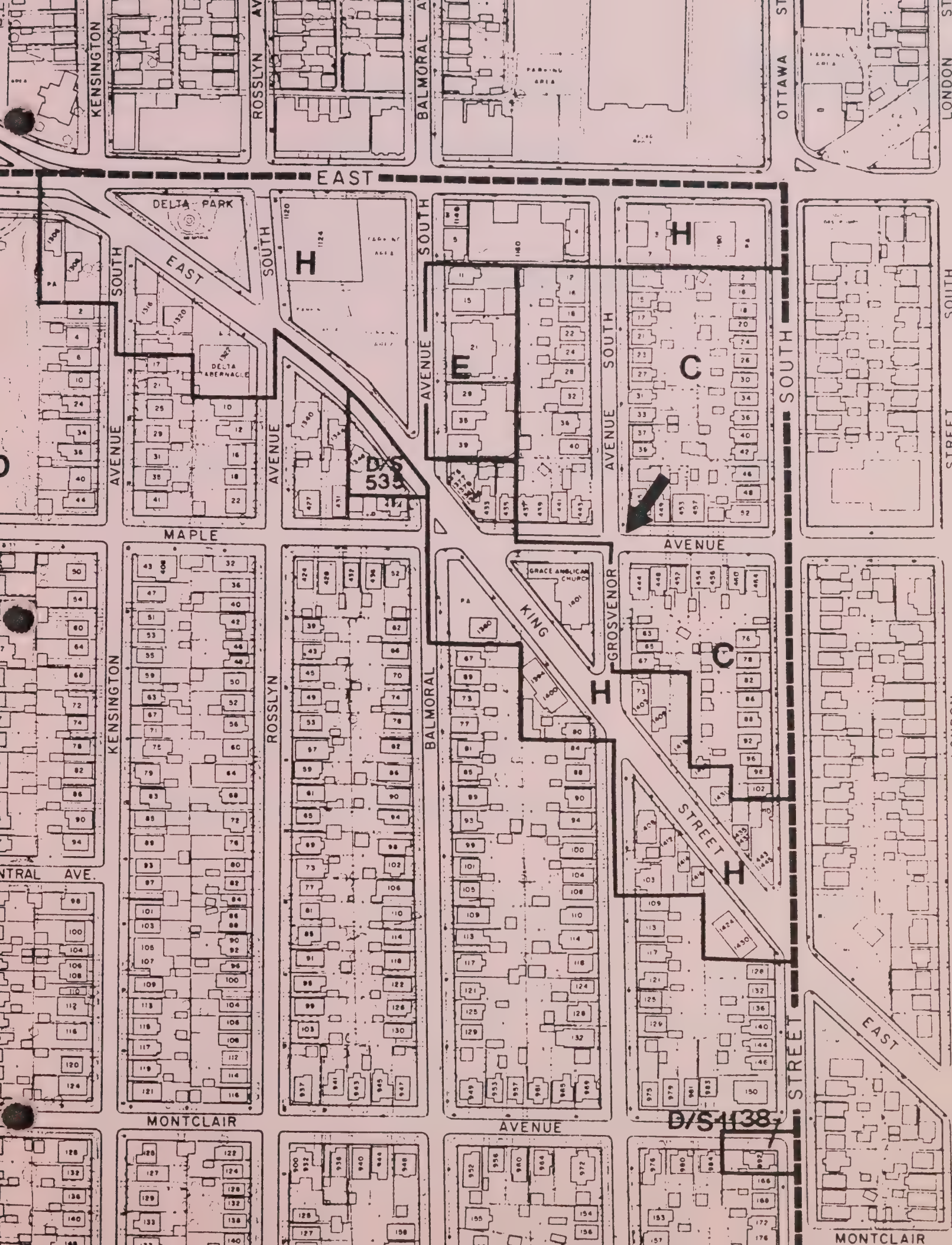
BACKGROUND:

Alderman Drury has advised of requests that four-way stop control be implemented at the intersection of Maple and Grosvenor.

The subject intersection is a four-leg intersection, and presently, northbound and southbound traffic on Grosvenor is required to stop for eastbound and westbound traffic on Maple. Traffic Department records indicate that the intersection has experienced an average of 1.6 collisions per year over the past seven years. This is not an abnormal collision record for this type of intersection.

Presently, eastbound and westbound traffic on Maple is required to stop at King (200 feet west of Grosvenor) and at Ottawa (250 feet east of Grosvenor), and the Traffic Department would consider an additional stop on Maple in this two block section of street to be over-restrictive and unnecessary. Further, the Traffic Department has its usual concerns respecting unwarranted four-way stops which are related to the fact that all direction stop signs have extremely harmful environmental affects, stop signs have no affect on the speed or volume of traffic, and unwarranted stop signs create disrespect by the motorist to the extent that the observation of stop signs is deteriorating every year.

In view of the above and since none of the criteria respecting the use of all-direction stop control are met at this intersection, the Traffic Department does not support the request for four-way stop control at Maple and Grosvenor.



2(b)(iii)(d)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 21

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

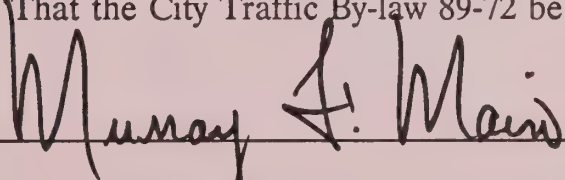
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Cranbrook Drive and Gretna Court - Intersection Control. (TEC-85-92)

RECOMMENDATION:

- a) That northbound traffic on Gretna Court be required to stop for eastbound and westbound traffic on Cranbrook Drive; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Alderman Frank D'Amico that stop control be implemented at the intersection of Cranbrook and Gretna.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection in the past seven years. This is an excellent collision record for this type of intersection. However, the Traffic Department is not opposed to the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that northbound traffic on Gretna be required to stop for eastbound and westbound traffic on Cranbrook.

MOUNTAIN FREEWAY

D/S-179

D

CRANBROOK DRIVE

LANTANA CT.

GREENSHIRE DRIVE

CRESCENT

GREYNA COURT

STANLOW

AA

BLOCK "G"

C

BLOCK A

BLOCK "F"

R A RIDDELL SCHOOL

200

ST CATHERINE OF SIENA

(5)

70

GEMINI

DRIVE

DRIVE

DRIVE

CRANBROOK

GREEND

GARROW

26X11X2

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 4

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

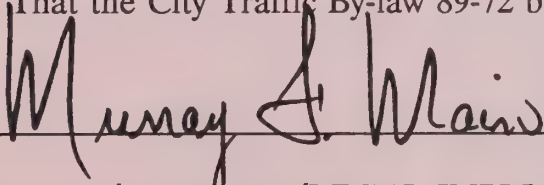
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Broughton Avenue and Ashridge Place - Intersection Control. [TEC-102-92]

RECOMMENDATION:

- (a) That three-way stop control be implemented at the intersection of Broughton Avenue and Ashridge Place; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

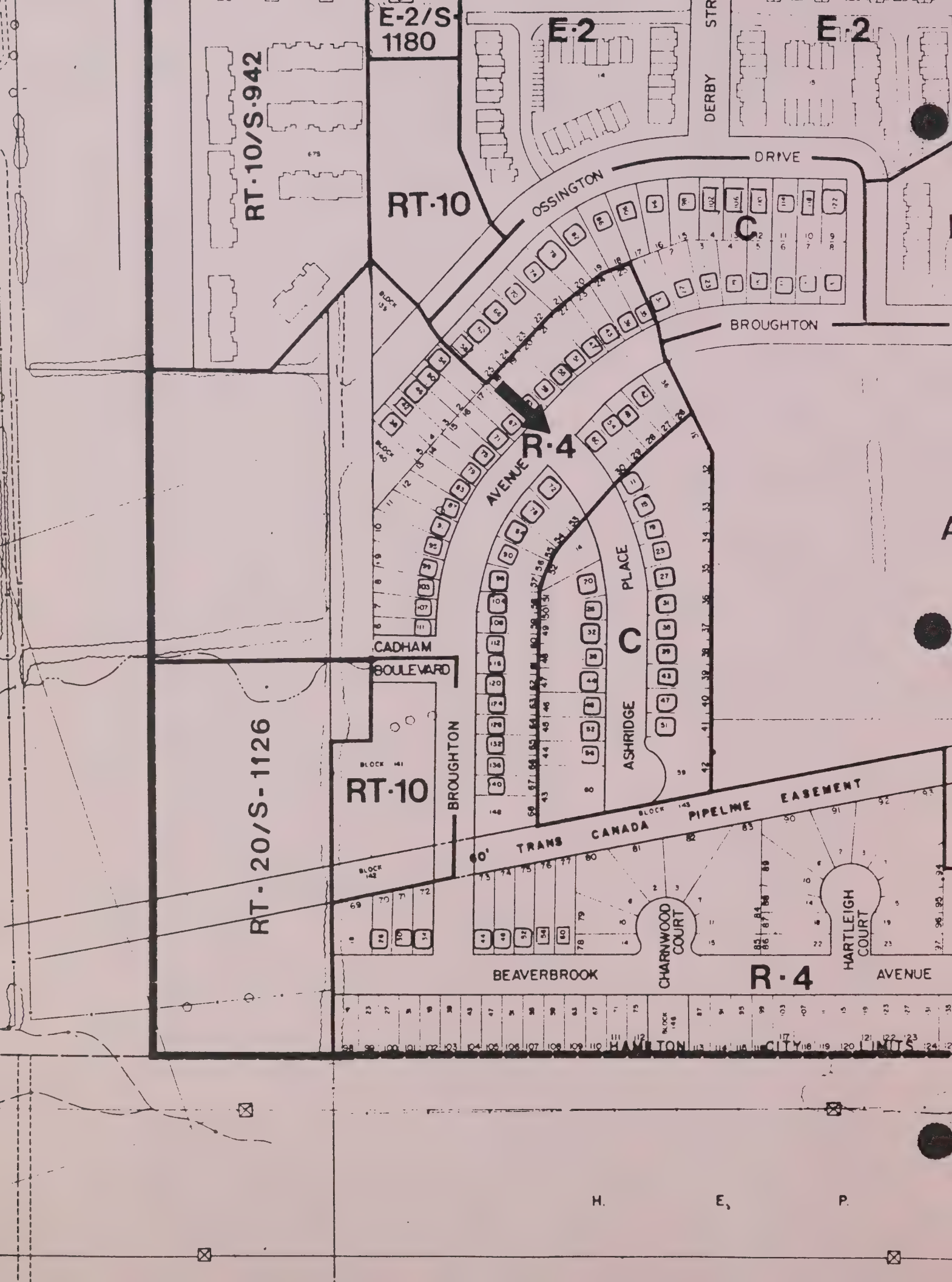
Sufficient funds are available in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required stop signs.

BACKGROUND:

Aldermen Tom Jackson and Bob Charters have contacted the Traffic Department requesting that three-way stop control be implemented at the intersection of Broughton and Ashridge.

The subject intersection is a "T" type intersection, and presently, northbound traffic on Ashridge is required to stop for eastbound and westbound traffic on Broughton. Traffic Department records indicate that there have been no reported collisions at this intersection since its recent construction. Thus, the intersection is operating extremely safely and three-way stop control is not warranted.

The concern is related to the actions of bicycle riders, who enter the intersection area at high speeds from a walkway area running off the fourth leg of the intersection. The Public Works Department has investigated the use of barriers to slow down these careless movements, but have not developed a design which they believe would be effective. Therefore, the Traffic Department reluctantly recommends 3-way stop control to reduce the chance of bicycle collisions as the result of careless bicycle riders.



RT-10/S-942

E-2/S-1180

E-2

E-2

DERBY STR

RT-10

OSSINGTON

DRIVE

BROUGHTON

BLOCK 135

BLOCK 136

R-4

AVENUE

CADHAM

BOULEVARD

RT-10

BROUGHTON

BLOCK 141

RT-20/S-1126

ASHRIDGE PLACE

C

BLOCK 142

BLOCK 143

TRANS CANADA PIPELINE EASEMENT

BEAVERBROOK

CHARNWOOD COURT

R-4

HARTLEIGH COURT

AVENUE

HAMILTON CITY

H.

E.

P.

2(B)(i)(f)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 10

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

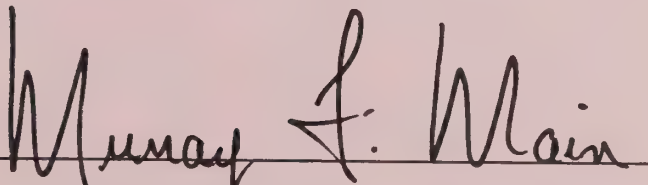
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Mount Albion Road and Greenhill Avenue. [TEC-103-92]

RECOMMENDATION:

- a) That the westbound traffic in the north curb lane of Greenhill Avenue be required to turn right onto Mount Albion Road; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

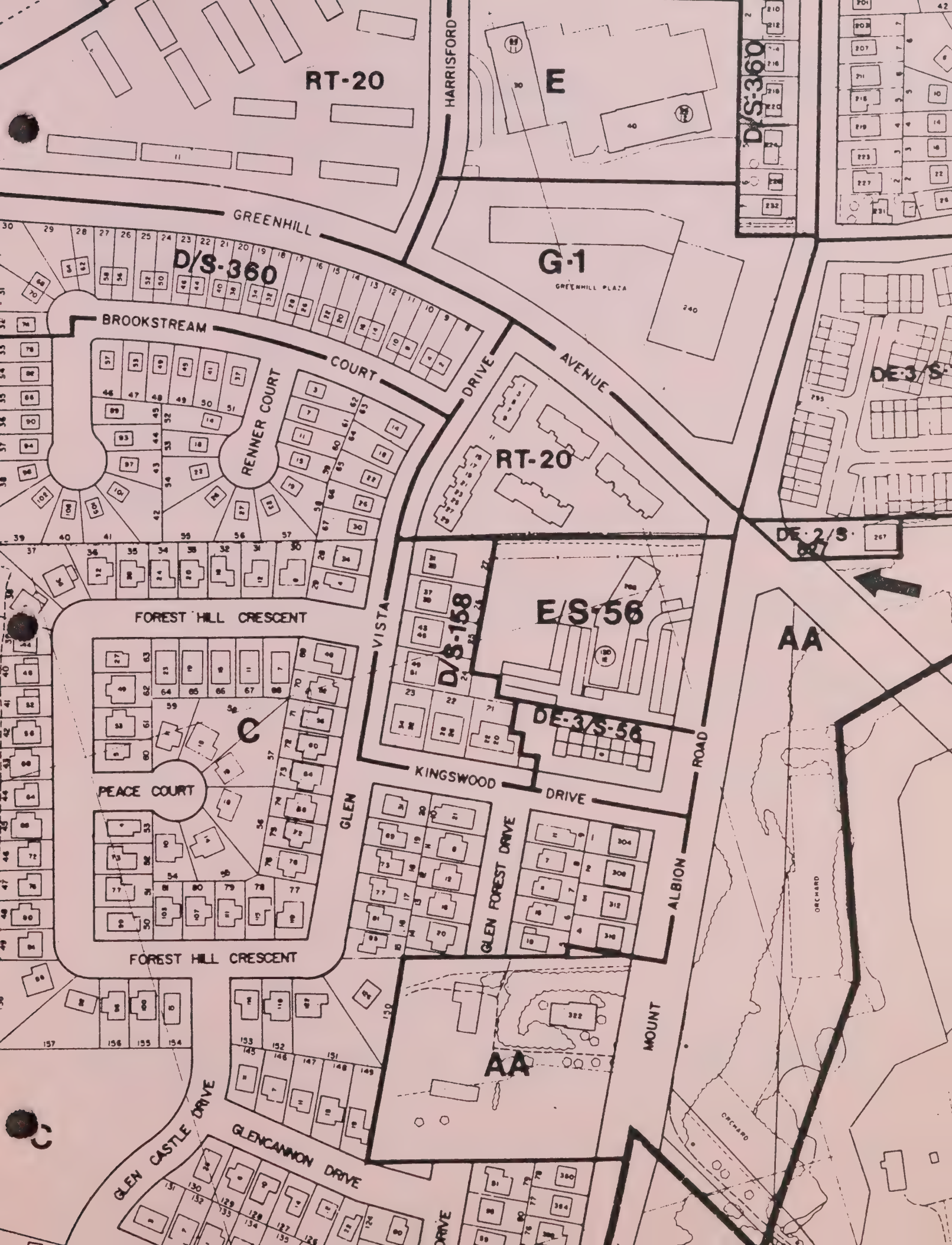
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required sign.

BACKGROUND:

The Traffic Department received a request from Alderman Fred Eisenberger to review the east/westbound travel of vehicles at the signalized intersection of Mount Albion and Greenhill. While there are two lanes for eastbound Greenhill traffic on both sides of Mount Albion, the lanes do not line up. Drivers have indicated there is confusion as to which lane to use.

The east leg of the intersection is approximately 19.5 m wide and has two westbound lanes with a median. The west leg of the intersection is under 14 m wide. While presently the west leg has 2 lanes for westbound traffic, a single lane will accommodate the existing traffic volume. West of the intersection, Greenhill ends with only accesses to the neighbourhood plaza and residences.

Although no collisions have occurred due to the lane alignment, designation of the westbound right lane for right turn only is a safety measure which should eliminate driver uncertainty.



2(2)(iv)(5)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 12

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

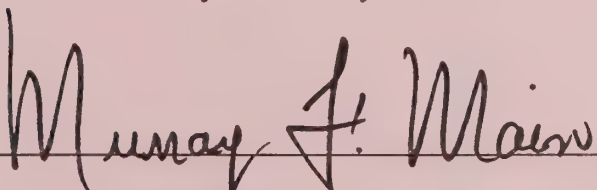
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 39 Leeming Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident. (TEC-106-92)

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the east side of Leeming Street commencing at a point 388 feet north of Cannon Street East and extending to a point 20 feet northerly therefrom; and
- b) That a "Permit Parking" regulation be implemented on the west side of Leeming Street commencing at a point 418 feet north of Cannon Street East and extending to a point 19 feet northerly therefrom; and
- c) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Ivan Rous, No. 39 Leeming Street; and
- d) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

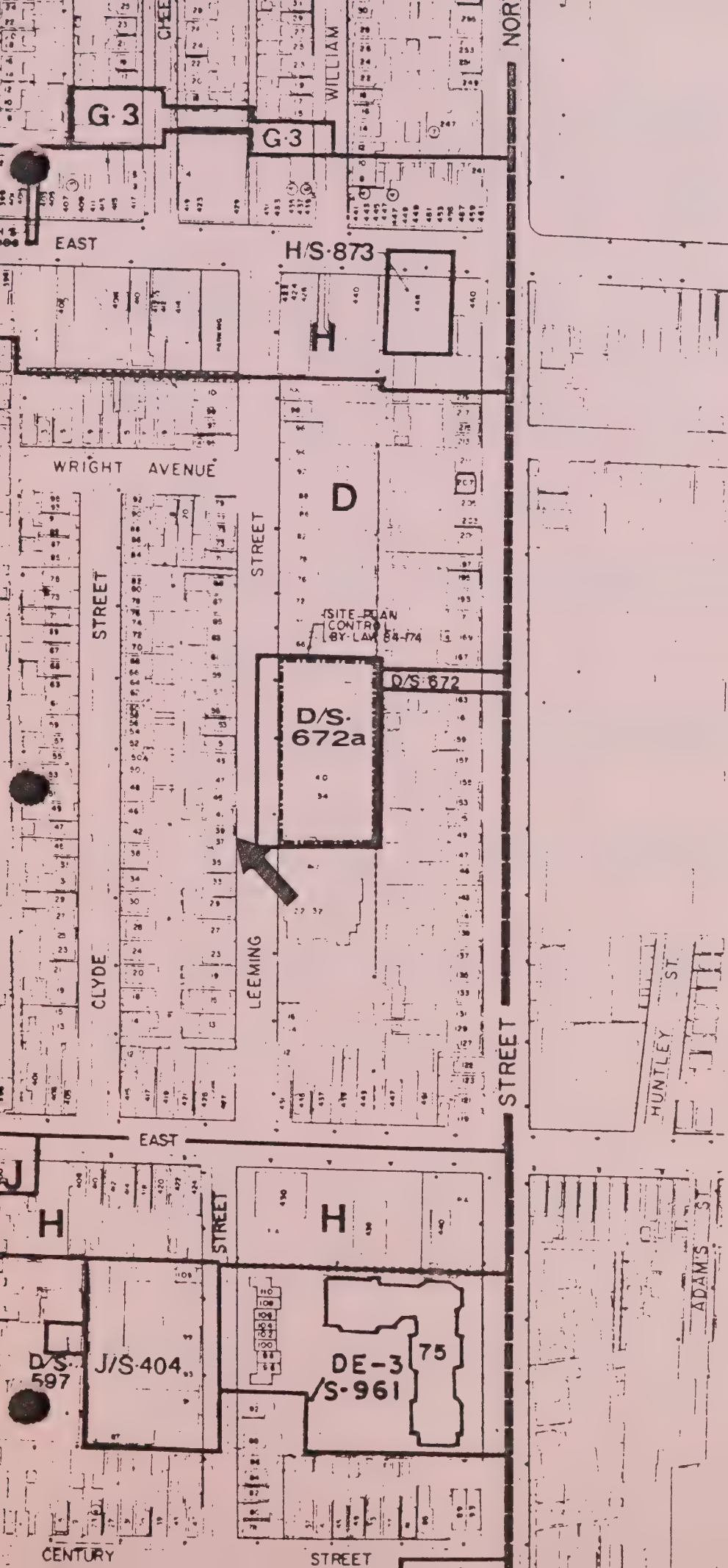
BACKGROUND:

The Traffic Department has received a request from Mr. Ivan Rous, No. 39 Leeming Street, that a reserved "Permit Parking" space be designated on the street, in front of, and opposite his home since he is disabled.

Leeming has a 26 foot pavement width, and presently, there is an "Alternate Side Parking" regulation as well as a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Ivan Rous possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

Since there is an "Alternate Side Parking" regulation on the street, it will be necessary to designate a reserved "Permit Parking" space on the west side of the street opposite his home. This space will abut the property of the Child Development Centre and the Supervisor, Mrs. Sheila Darling, has advised that she has no objection to having the necessary signs installed in front of the property.



NOR

STREET

HUNTLEY ST

ADAMS ST

CENTURY

STREET

26XivXt)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 12

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

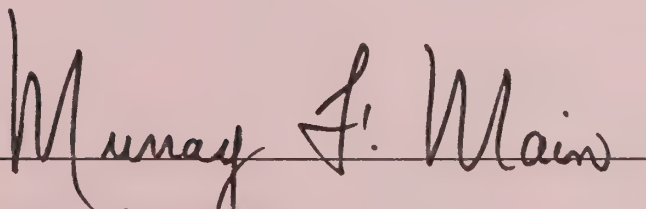
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 509 Dunsmure Road - Request for a Reserved "Permit Parking" Space for a Disabled Resident. (TEC-110-92)

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the north side of Dunsmure Road commencing at a point 96 feet east of Park Row and extending to a point 19 feet easterly therefrom; and
- b) That a "Permit Parking" regulation be implemented on the south side of Dunsmure Road commencing at a point 94 feet east of Park Row extending to a point 26 feet easterly therefrom; and
- c) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Creighton, No. 509 Dunsmure Road; and
- d) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

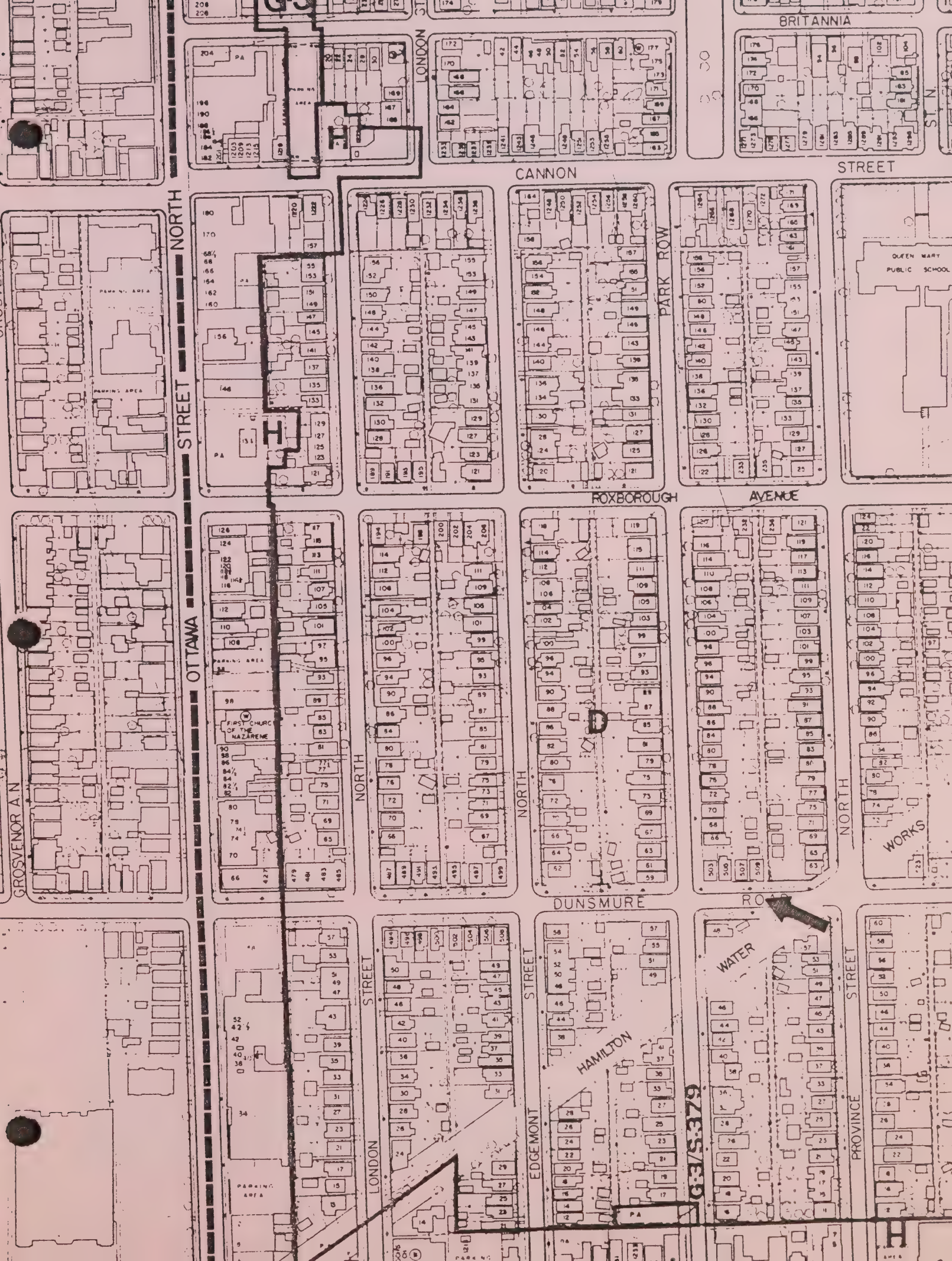
BACKGROUND:

The Traffic Department has received a request from Mrs. Creighton, No. 509 Dunsmure Road, that a reserved "Permit Parking" space be designated on the street, in front of, and opposite her home since she is disabled.

Dunsmure has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. Creighton possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, the Traffic Department concurs with the request.

Since there is an "Alternative Side Parking" regulation on the street, it will be necessary to designate a reserved "Permit Parking" space on the south side of the street opposite her home. This space will abut the property of No. 48 Park Row, and the resident, Mrs. Wilson, has advised that she has no objection to having the necessary signs installed adjacent to her property.



NORTH STREET

OTTAWA STREET

CANNON STREET

BRITANNIA STREET

STREET

FOXBOROUGH AVENUE

DUNSMUIR ROAD

RO

EDMONT STREET

PROVINCE STREET

GROSVENOR AVE

LONDON STREET

LONDON STREET

ST

QUEEN MARY PUBLIC SCHOOL

FIRST CHURCH OF THE NAZARENE

HAMILTON STREET

G3/S379

WATER

WORKS

2(0XiiX9)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 6

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

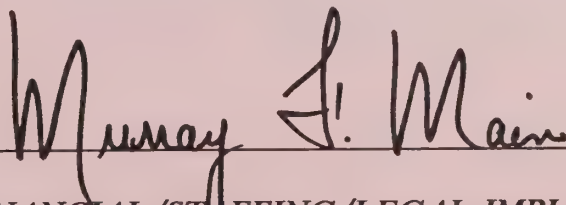
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Installation of Traffic Signs and Traffic Control Devices in Construction Areas. [TEC-79-92]

RECOMMENDATION:

That the City Traffic By-law 89-72 be amended to authorize the Director of Traffic Services to install temporary traffic signs and other traffic control devices to accommodate traffic demands during the construction or reconstruction of public highways, public utilities, or services located thereon.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Section 5(8) of the City Traffic By-law 89-72 authorizes the Director of Traffic Services to temporarily remove traffic signs and other traffic control devices to accommodate traffic demands during the construction or re-construction of public highways, utilities or services located thereon. Section 8.1.02 of the Regional Traffic By-law R89-038 grants this authority to the Commissioner of Engineering on Regional Roads.

In order to allow more flexibility in accommodating traffic demands during the construction and re-construction of public highways, it would be advantageous to allow the Director of Traffic Services and the Commissioner of Transportation/Environmental Services to also

erect traffic signs and other traffic control devices for these temporary periods. A representative of the City Law Department has advised that the Municipal Act authorizes the Municipality to regulate traffic, and that the City Traffic By-law could be amended to allow the Director of Traffic Services to also erect signs and devices during construction periods. Such signs and devices might include signs prohibiting parking and stopping (presently the authority of the Police Chief is used), signs to allow multiple turns at intersections, turn prohibition signs, one-way signs, stop signs, traffic signals, etc.

Authorization for the Director of Traffic Services to add as well as remove regulations on a temporary basis during construction would allow immediate response to temporary conditions, as required.

A report will be prepared for the Regional Transportation Services Committee recommending that this authority be granted to the Commissioner of Transportation/Environmental Services for Regional Roads.

2(B)(ii)(h)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 17

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

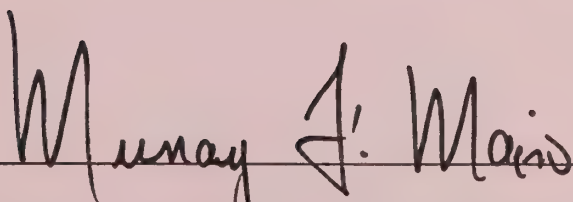
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Rexford Drive and Robson Crescent (east and west legs) - Intersection Control. (TEC-116-92)

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersections of Rexford Drive and Robson Crescent (east and west legs); and
- b) That the City Traffic By-law 89-72 be amended accordingly.



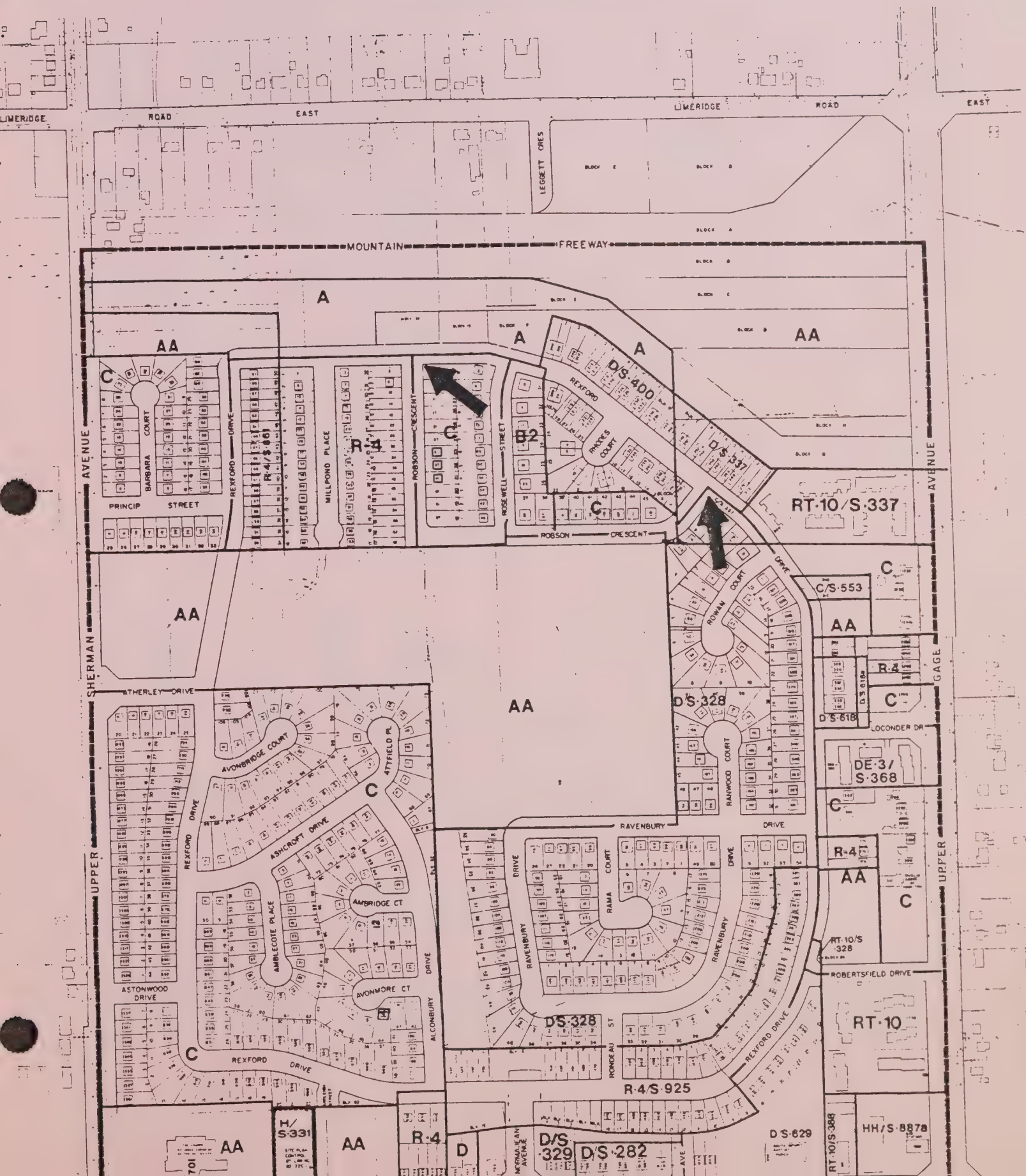
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Henry Merling and Alderman Terry Anderson have requested that three-way stop control be implemented at the intersections of Rexford and Robson (east and west legs).

The subject intersections are "T" type intersections, and presently, northbound traffic on Robson (east and west legs) is required to stop for eastbound and westbound traffic on Rexford. Although none of the criteria respecting the use of all-direction stop control are met at either of these locations, there are no stop signs on Rexford between Princip and Loconder (a distance of approximately 0.87 km). Therefore, the Traffic Department concurs with the request for additional stop signs on Rexford and the intersections of Rexford and Robson (east and west legs), would be suitable locations for eastbound and westbound stop control.



2(B)(iii)(i)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 17

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

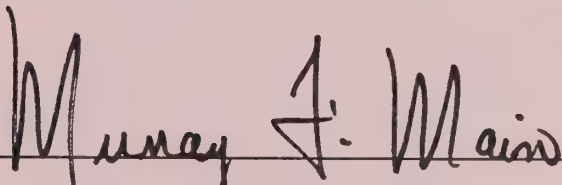
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Di Cenzo Drive and Trieste Place - Intersection Control. (TEC-115-92)

RECOMMENDATION:

- a) That three-way stop control be implemented at the intersection of Di Cenzo Drive and Trieste Place; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



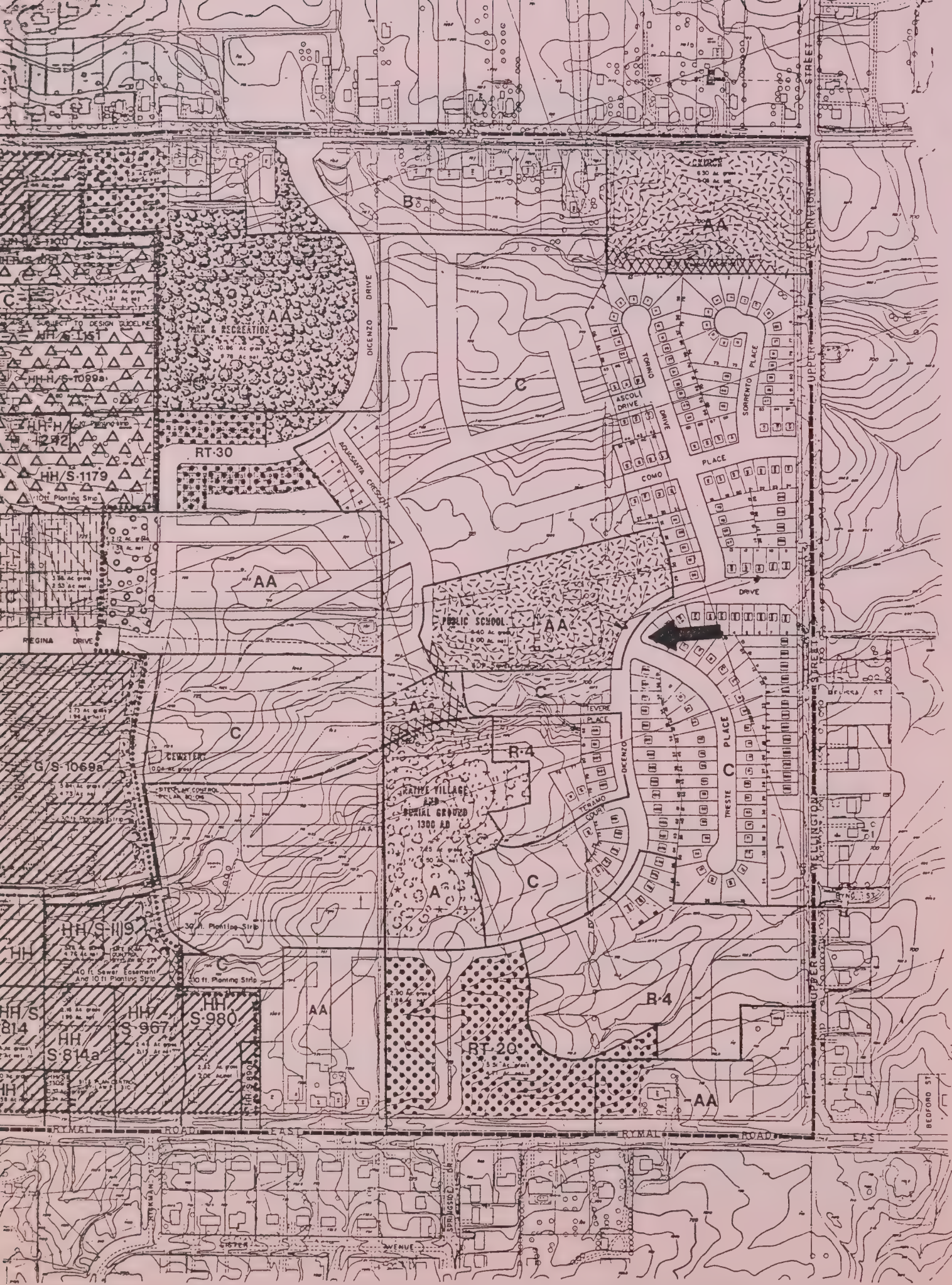
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Henry Merling and Alderman Terry Anderson have requested that three-way stop control be implemented at the intersection of Di Cenzo and Trieste.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. The subject intersection is located immediately adjacent to lands upon which a neighbourhood park is presently being constructed, and which are designated for a future school. Therefore, the Traffic Department concurs with the request.



UIDE PLAN only and is subject to change.
the local planning division of the Regional

LAND USE

Neighbourhood Boundary

2 (2) (iii) (A)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 7

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

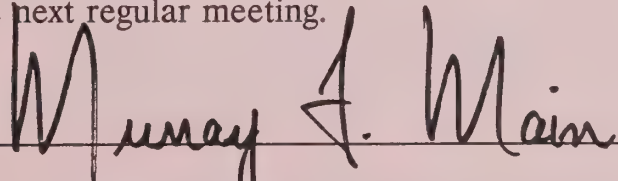
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Proposed Policy for Assigning School Crossing Guards on a Temporary Basis. [TEC-82-92]

RECOMMENDATION:

That the Director of Traffic Services be authorized to assign School Crossing Guards on a temporary basis, subject to confirmation by the Transport and Environment Committee at the next regular meeting.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

From time to time, the Traffic Department identifies situations where elementary school children are having difficulties crossing roadways and where a School Crossing Guard should be assigned immediately as a safety measure to assist children crossing the roadway.

In order to eliminate any unnecessary delays associated with the preparation of written reports, Committee deadlines, etc., it is recommended that the Director of Traffic Services be authorized to assign School Crossing Guards on a temporary basis only, and that such action be confirmed by the Transport and Environment Committee at the next regularly scheduled meeting. This recommendation has been reviewed with Mr. Lorne Farr of the City Law Department, who has advised that the proposal does not contradict any Provincial or Municipal legislation.

The Traffic Department provides School Crossing Guards to the other five municipalities in Hamilton-Wentworth, and will also make this recommendation to the Area Municipal Councils.

2(b)(iii)(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 27

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

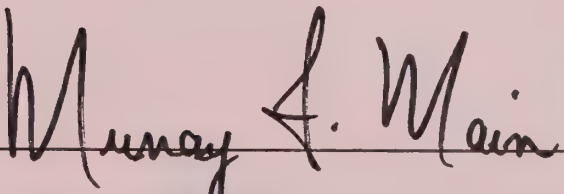
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Charlton Avenue East and Walnut Street - School Crossing Guard. (TEC-73-92)

RECOMMENDATION:

- a) That the existing hours of the School Crossing Guard at the intersection of Charlton Avenue East and Walnut Street be extended to include the lunch time school crossing periods; and
- b) That the lunch time school crossing service be discontinued at the intersection of Aberdeen Avenue and Queen Street South.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The adjustment of these school crossings will have no impact on the School Crossing Guard Program Budget.

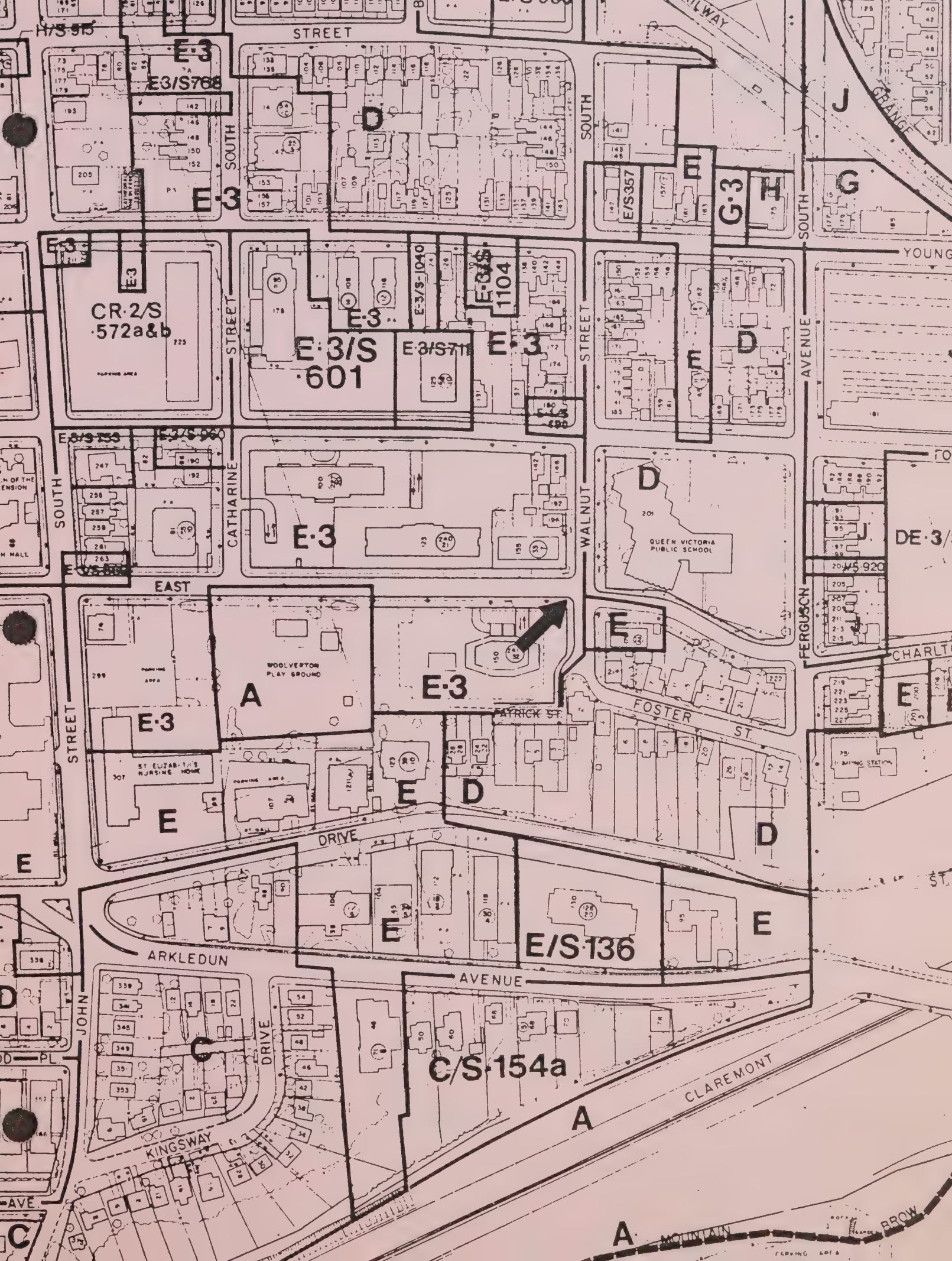
BACKGROUND:

On 1988 December 13, the City Council assigned a School Crossing Guard to the intersection of Charlton Avenue East and Walnut Street for the morning and evening periods only. The Traffic Department has recently been contacted by the Principal of Queen Victoria School who has advised that children are now crossing at this location during the lunch period and are experiencing difficulty in crossing Charlton.

On 1992 April 13, staff investigated the concern and determined that there are an insufficient number of safe gaps to allow the children to cross on their own during the lunch hour. Therefore, it is recommended that the existing School Crossing Guard provide adult supervision during the lunch periods to increase safety for these children. The guard currently assigned to this location has been advised of this proposal and is in agreement with working the additional periods.

No funds were provided in the 1992 budget estimates for additional guards or expanded service. Therefore, the Traffic Department is recommending the removal of the existing School Crossing Guard service during the lunch hour at Aberdeen Avenue and Queen Street South to off-set the increase in hours of operation at Charlton and Walnut. The lunch hour period at Aberdeen and Queen is not justified, as addressed below:

Studies indicate that during the lunch time crossing periods occasionally one Earl Kitchener student or several Ryerson School students (grades 6, 7 and 8) cross at Queen and Aberdeen. However, the Ryerson students have advised the guard that they do not wish assistance and they are going out of their way to avoid crossing with the guard. The Earl Kitchener student is normally driven to school, but crosses at this location only occasionally. Therefore, the guard does not cross any children on a regular basis during the lunch hour, and in any event, these children should be able to cross with the traffic signal. For this reason, it is recommended that the lunch time crossing periods be eliminated at the intersection of Aberdeen Avenue and Queen Street South.



2(B)(iv)(a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 16

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

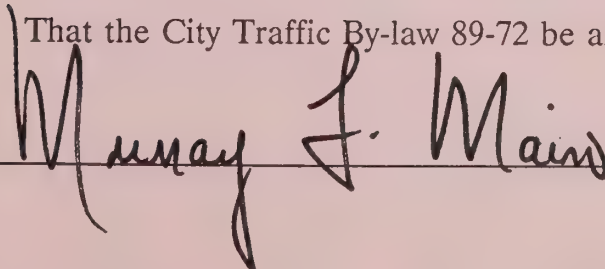
FROM: Murray F. Main, P. Eng.,
Director of Traffic Services

SUBJECT:

Parking Regulations on Elgin Street in the vicinity of Beasley Park. [TEC-122-92]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Elgin Street commencing at a point 51 feet south of Cannon Street and extending to a point 60 feet southerly therefrom; and
- b) That a "No Parking" regulation be implemented on the east side of Elgin Street commencing at Cannon Street and extending to a point 76 feet southerly therefrom; and
- c) That the Director of Traffic Services be authorized to issue upon request, one parking permit to the resident of No. 146 Cannon Street East and two parking permits to the resident of No. 57 Elgin Street; and
- d) That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented in the parking bay on the west side of Elgin Street commencing at a point 28 feet north of Wilson Street and extending to a point 92 feet northerly therefrom; and
- e) That a "No Stopping" regulation be implemented on the west side of Elgin Street, commencing at a point 120 feet north of Wilson Street and extending to the north end; and
- f) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the sale of parking permits will off-set the cost to some degree.

BACKGROUND:

As a result of the reconstruction of Beasley Park, Elgin was permanently closed north of Wilson and south of Cannon, displacing parking for approximately five residents of Cannon. The abutting residents of Elgin have submitted a petition requesting that a "Permit Parking" regulation be implemented on the west side of Elgin, south of Cannon. There are three legal on-street parking spaces in this area.

A public meeting was held on 1992 June 8, at Beasley Park to discuss the construction of the park and during these discussions, the residents of Cannon expressed concern that they have no place to park due to the recent closure of Elgin. A parking bay was constructed on the west side of Elgin, north of Wilson. In order to discourage long-term non-resident parking, it would be appropriate to sign this area with a "One Hour Parking Time Limit" such that park users would have available short term parking. The residents of Cannon could purchase permits at a cost of \$24.00 per permit each year to exempt their vehicles from the signed parking time limit.

The Traffic Department is also reviewing parking regulations on Mary between Wilson and Cannon with a view to implement a "One Hour Parking Time Limit" regulation on one side of this street. A report will be forthcoming respecting this matter.

The residents of both Cannon and Elgin have advised that these parking proposals are acceptable to them.

S-378b
SITE PLAN CONTROL
BY-LAW 82-145

D/S-858

J/S-378

CANNON STREET

STREET

EAST STREET

SITE PLAN CONTROL BY-LAW 84-104

D/S-1205

J/S-378d

Roadway closed to the south

J/S-657b

J/S-378

J/S-378

L-mr-2

D

J/S-125

J

J/S-378

J

D/S-987

MEASLEY PARK

ONTARIO HYDRO

Roadway closed to the north

J/S-473

SITE PLAN CONTROL BY-LAW 79-279

DR. J. EDGAR DAVEY PUBLIC SCHOOL

WILSON STREET

STREET

SITE PLAN CONTROL BY-LAW 84-104

E-3 S-33

D/S-861

CATHCART STREET

E/S-853

STREET

NORTH STREET

NORTH STREET

STREET

H/S-473

J/S-473

J/S-850

L-mr-2

L-mr-2

E-3

S-473a

REBECCA STREET

E-3

KING STREET

AVENUE

WILLIAM STREET

STREET

CR-3

I S-473

CR-3 S-473

H/S-473

CR-3

CATHARINE STREET

MARY STREET

NUT STREET

FERGUSON STREET

ARVIS STREET

2(b)(1)(4)(b)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 1

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

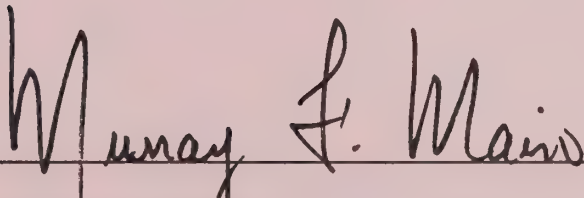
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Tisdale Street South between Main Street and Erie Avenue - Parking Regulations. [TEC-100-92]

RECOMMENDATION:

- a) That in conjunction with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on both sides of Tisdale Avenue South between Main Street and Erie Avenue; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

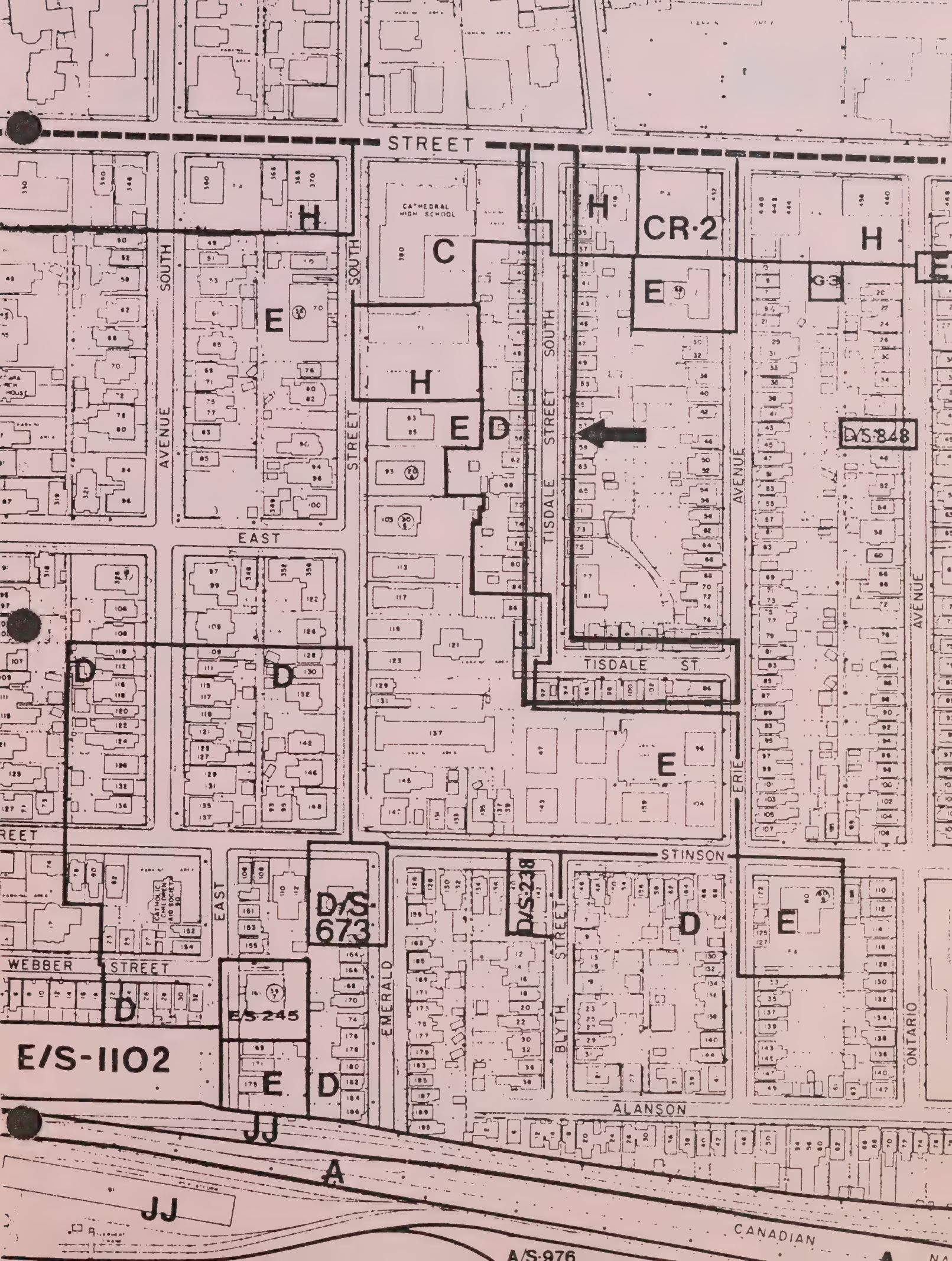
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Bill McCulloch has forwarded a petition signed by representatives of 37 of the 51, one, two and three family dwellings abutting Tisdale between Main and Erie, requesting

that, in conjunction with the existing "Alternate Side Parking" regulation, a "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on both sides of the street in this area.

Tisdale has a 25 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The residents have expressed concern regarding long-term non-resident parking by students of Cathedral High School. The implementation of the requested regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit each year to exempt their vehicles from the signed parking time limit. Therefore, since 61 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with this request.



STREET

CATHEDRAL
HIGH SCHOOL

CR-2

D/S-848

TISDALE ST.

STINSON

E/S-1102

D/S-673

D/S-238

E/S-245

A/S-976

2(b)(iv)(e)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 25

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

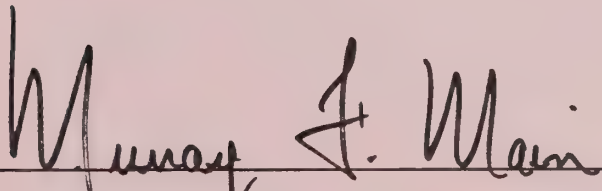
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South side of Orphir Road between Pottruff Road South and Gailmont Drive - Parking Regulations. [TEC-95-92]

RECOMMENDATION:

- a) That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Orphir Road between Pottruff Road South and Gailmont Drive; be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

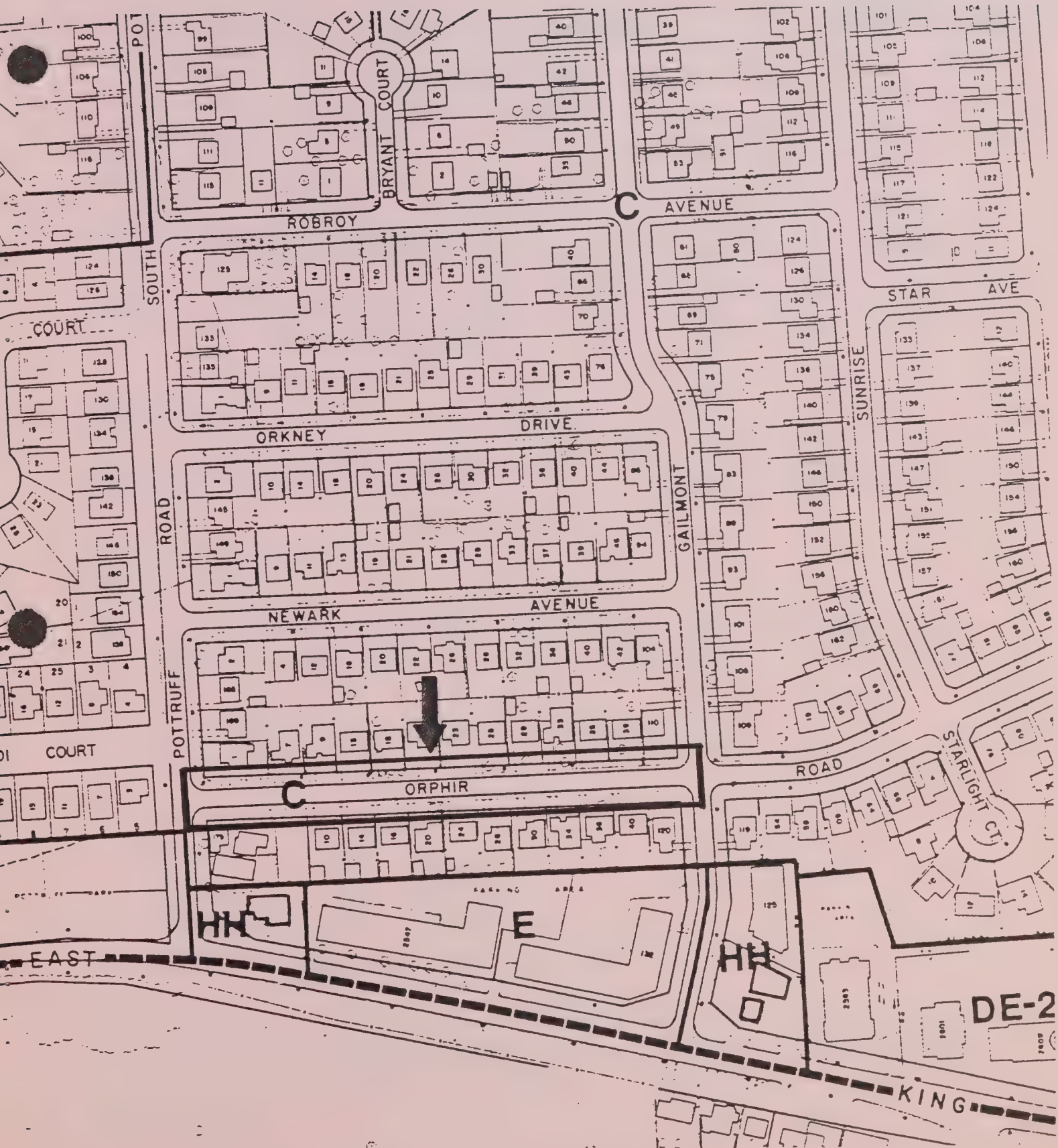
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of removing the subject signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 18 of the 27 one, two and three family dwellings abutting Orphir between Pottruff and Gailmont, requesting that the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday"

regulation on the south side of the street, be removed. All 18 residents who signed the petition are in favour of the requested changes.

Orphir has a 28 foot pavement width, and presently, there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of the street in this area. The residents have expressed concern that visitors have no place to park during the day. The Traffic Department considers a parking prohibition on both sides of the street to be over-restrictive and unnecessary. Therefore, since 66 percent of the abutting residents are in favour of the requested changes to the existing parking regulations, the Traffic Department concurs with the request.



2(b)(iv)(d)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 28

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

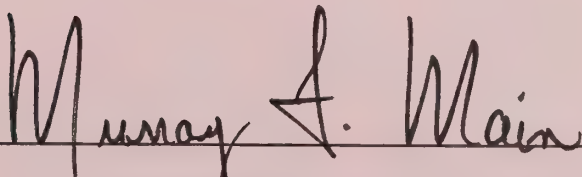
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East side of Cathcart Street between Kelly Street and Cannon Street - Parking Regulations.
[TEC-97-92]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation be implemented on the east side of Cathcart Street between Kelly Street and Cannon Street; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 annual charge for each parking permit will off-set the cost to some degree.

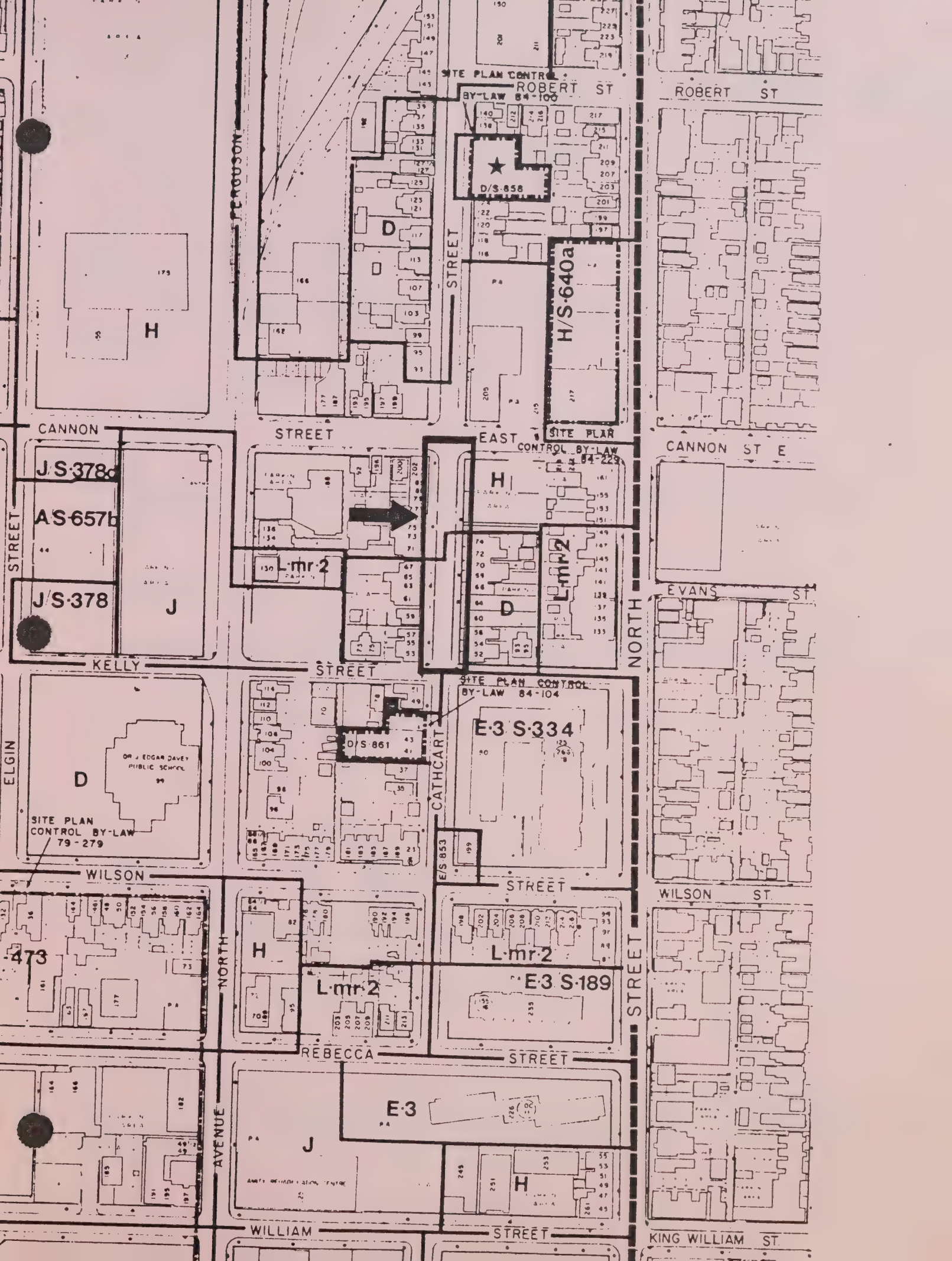
BACKGROUND:

Alderman Vince Agro has forwarded a petition to the Traffic Department signed by representatives of 18 of the 27 one, two and three family dwellings abutting Cathcart

between Kelly and Cannon, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation be implemented on the east side of the street in this block. All 18 residents who signed the petition are in favour of the requested regulation.

Cathcart has a 30 foot pavement width, and presently, parking is prohibited on the west side and there is unrestricted free parking on the east side of the street in this block.

The residents have expressed concern regarding long-term non-resident parking by area employees. The implementation of the requested regulation will eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit each year to exempt their vehicles from the signed time limit. Therefore, since 67 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.



2(B)(iv)(c)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 28

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

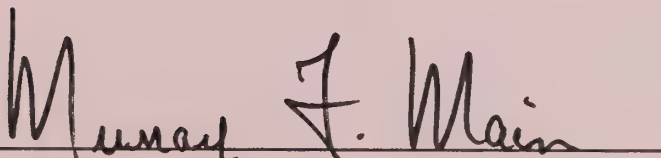
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

East side of Undercliffe Avenue, south of Aberdeen Avenue - Parking Regulations. [TEC-99-92]

RECOMMENDATION:

- a) That the existing "No Parking, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the east side of Undercliffe Avenue be removed from Aberdeen Avenue to a point 147 feet southerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of removing the subject signs.

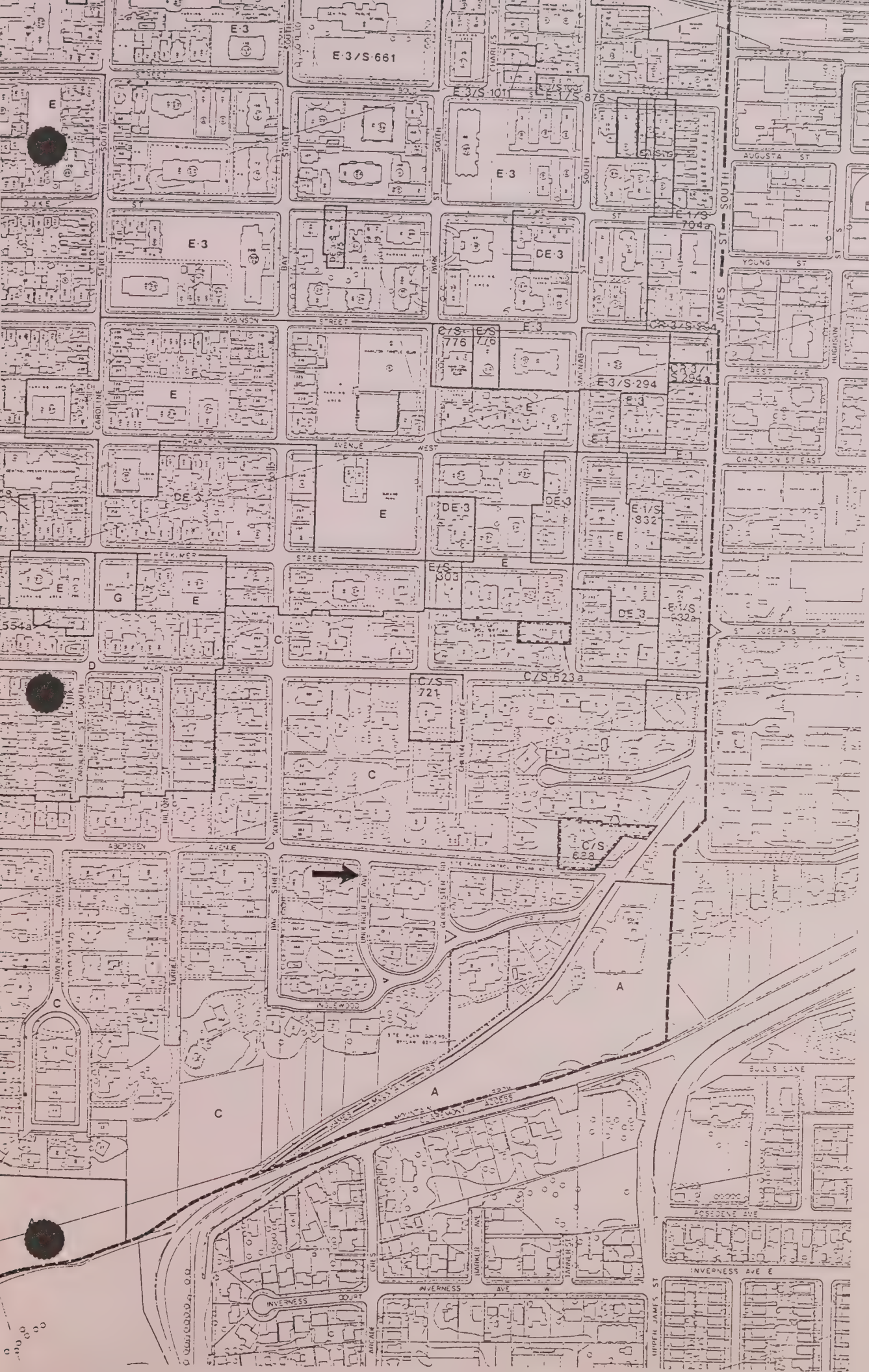
BACKGROUND:

The Traffic Department has received a request from Mr. Ron Koval, 5 Undercliffe Avenue, that the existing "No Parking, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the east side of Undercliffe adjacent to his home be removed.

Undercliffe has a 28 foot pavement width, and presently, parking is prohibited on the west side in the northerly half of the block and unrestricted in the southerly half. There is a "No Parking, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the east side of the street in this block. The Traffic Department generally considers a parking prohibition on both sides of local streets to be over-restrictive and unnecessary.

The subject "No Parking 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation was implemented in 1989 as a result of a petition by the abutting residents. In 1991, a parking prohibition was implemented on the west side from Aberdeen to 197 feet south as a result of a request by the abutting resident. Mr. Koval has now expressed concern that he has no place to park three of this five vehicles during the day, nor do his visitors. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will restore approximately six legal on-street parking spaces immediately adjacent to his property.



2(b)(iv)(f)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 25

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

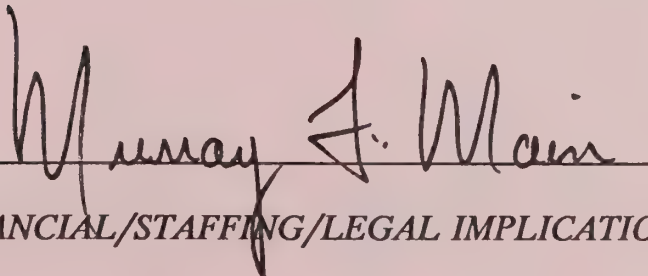
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Augusta Street between Catharine Street South and Walnut Street South - Parking Regulations. [TEC-92-92]

RECOMMENDATION:

- a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Augusta Street between Catharine Street South and Walnut Street South; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

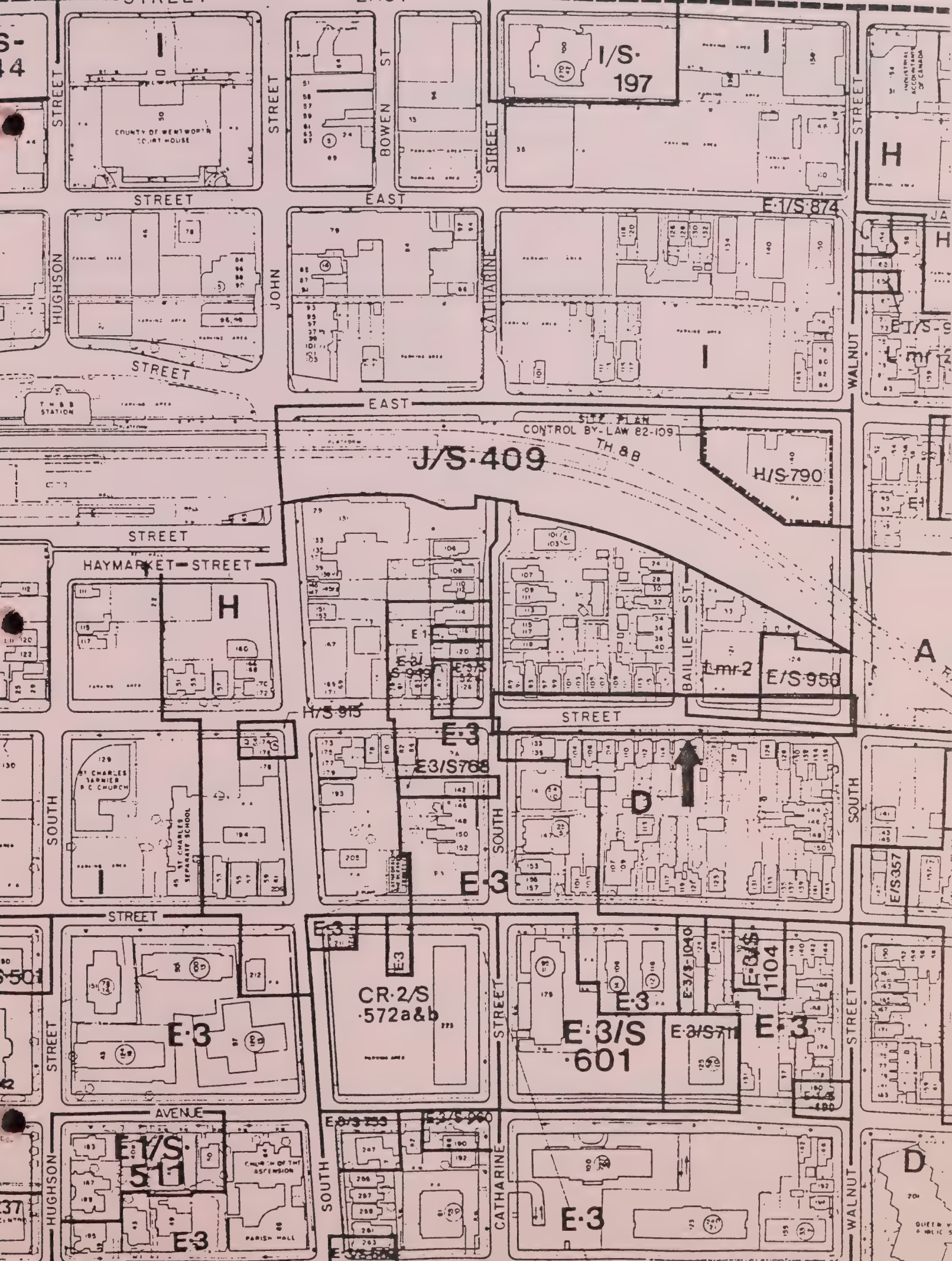
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$24.00 charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 23 of the 30 one, two and three family dwellings abutting Augusta between Catharine and Walnut,

requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. All 23 residents who signed the petition are in favour of the requested regulation.

Augusta has a 30 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. The residents have expressed concern regarding long-term non-resident parking by area employees and downtown shoppers. The implementation of the requested regulation would eliminate long-term non-resident parking and area residents would be entitled to purchase permits at a cost of \$24.00 (plus G.S.T.) per permit each year to exempt their vehicle from the signed time limit. Therefore, since 77 percent of the abutting residents are in favour of the requested regulation, The Traffic Department concurs with the request.



2(B)(iv)(9)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 28

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

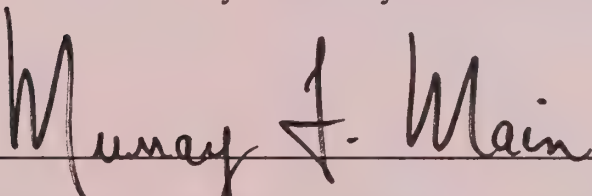
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 62 Peter Street - Parking Regulations. (TEC-68-92)

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the north side of Peter Street which commences at a point 294 feet west of Queen Street and extends to a point 62 feet westerly therefrom be shortened such that the regulation commences at a point 316 feet west of Queen Street and extends to a point 40 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

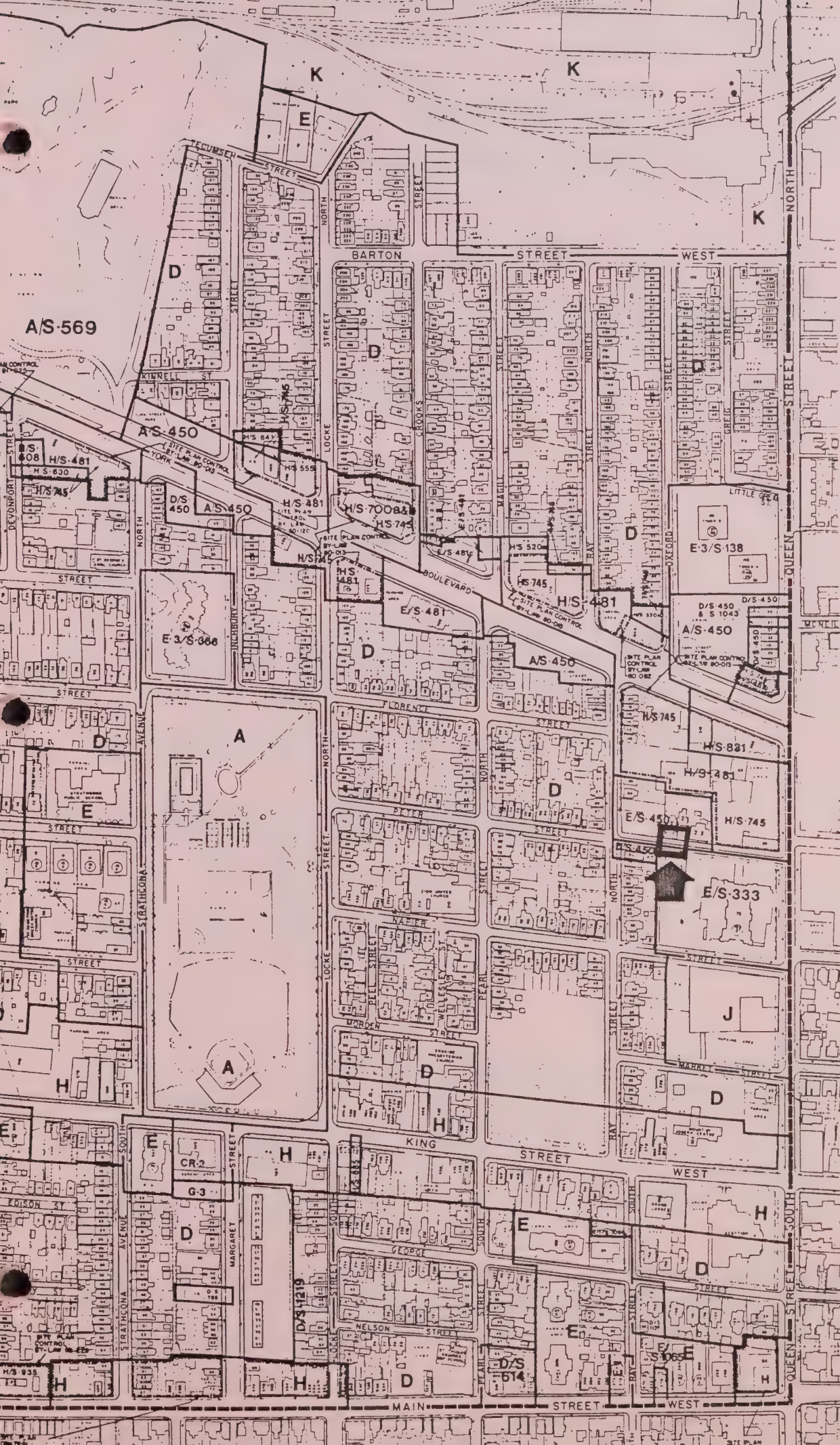
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Perry Rutherford of No. 62 Peter Street, to shorten the existing "Permit Parking" regulation such that it is not signed across the frontage of this property.

Peter has a 22 foot pavement width, and presently, there is unrestricted parking on the north side of the street except for a portion of "Permit Parking" in front of Nos. 62 and 66 Peter Street. Parking is prohibited on the south side of the street in this area.

Records indicate that the abutting residents have required only one permit for these three reserved spaces in recent years. Therefore, the Traffic Department concurs with this request.



A/S-569

A/S-450

D/S-450

E/S-336

A

D

E

H

E

G-3

D

H

H/S-481

H/S-745

E/S-481

D

A

D

E

H

D

H

K

E

D

H

D

H/S-700B

H/S-745

E/S-481

D

A

D

E

H

D

H

K

E

D

H

D

H/S-481

H/S-745

E/S-481

D

A

D

E

H

D

H

K

E

D

H

D

H/S-481

H/S-745

E/S-481

D

A

D

E

H

D

H

K

E

D

H

D

H/S-481

H/S-745

E/S-481

D

A

D

E

H

D

H

K

E

D

H

D

E/S-138

D/S-450

A/S-450

D/S-450

H/S-745

H/S-831

H/S-481

H/S-745

E/S-333

J

D

H

D

H

D

E/S-138

D/S-450

A/S-450

D/S-450

H/S-745

H/S-831

H/S-481

H/S-745

E/S-333

J

D

H

D

H

D

2(b)(iv)(h)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 10

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

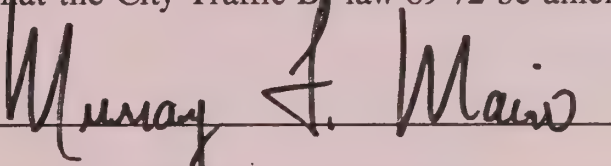
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Fairview Avenue - Parking Regulations. (TEC-60-92)

RECOMMENDATION:

- a) That the existing "Alternate Side Parking" regulation on Fairview Avenue between Cannon Street East and King Street East be replaced with a "No Parking" regulation on the east side and unrestricted parking on the west side; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



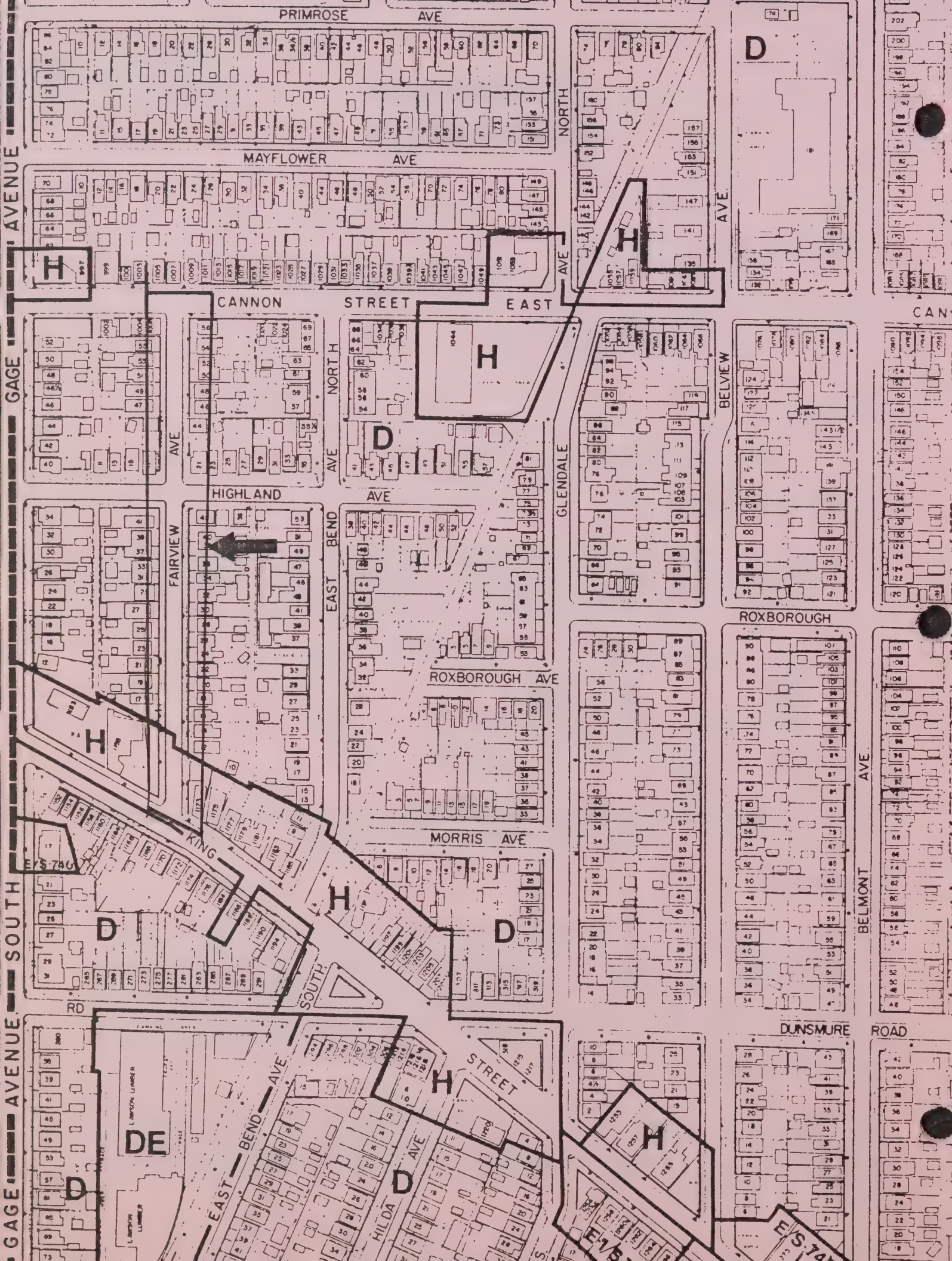
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Bernie Morelli has forwarded a petition to the Traffic Department signed by 28 representatives of the 44, one two and three family dwellings abutting Fairview between Cannon and King. All 28 petitioners support removing the existing "Alternate Side Parking" regulation and replacing it with a "No Parking" regulation on the east side and unrestricted parking on the west side to maximize the number of on-street parking spaces at all times. The Traffic Department has been able to contact, by telephone, three additional residents and all oppose the proposed regulation.

Fairview has a 28 foot pavement width. An investigation has confirmed that there are approximately ten additional spaces on the west side of the street. Therefore, since 64 percent of the abutting residents support the proposed regulation, the Traffic Department concurs with the request.



2(B)(iv)(i)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 7

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

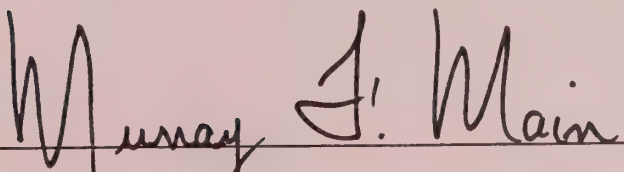
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Young Street between Ferguson Avenue and John Street - Overnight Parking Prohibition.
[TEC-80-92]

RECOMMENDATION:

- (a) That Young Street between John Street and Ferguson Avenue be removed from the through street system, such that parking may occur overnight; and
- (b) That a "No Parking, 8:00 a.m. to 12:00 noon, second Tuesday of each month, April to November" regulation be implemented on the south side of Young Street between John Street and Ferguson Avenue; and
- (c) That a "No Parking, 8:00 a.m. to 12:00 noon, second Wednesday of each month, April to November" regulation be implemented on the north side of Young Street from John Street to Ferguson Avenue; and
- (d) That the City Traffic By-law 89-72 be amended accordingly.



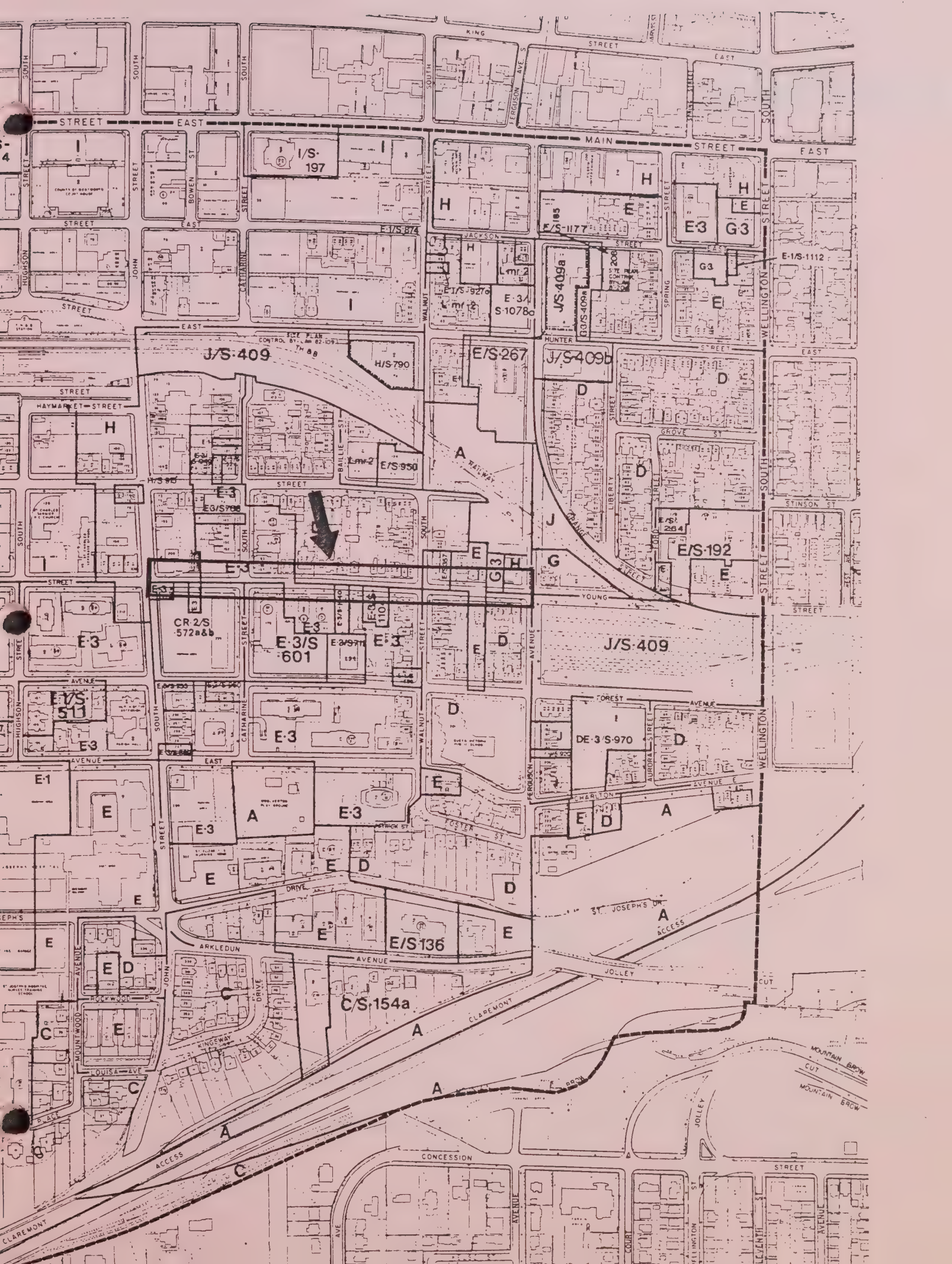
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Aldermen Vince Agro and Bill McCulloch have been corresponding with the Traffic Department with respect to the overnight parking prohibition on Young Street between Victoria and John. As with all through streets, parking is prohibited overnight on this section of Young Street in order to allow the Public Works Department to conduct street cleaning and maintenance operations when the traffic volumes are very light.

Representatives of the Public Works Department have concluded that a part-time parking prohibition for four hours per month would be adequate for street cleaning and maintenance operations between John and Ferguson in place of the existing overnight parking prohibition. Parking is prohibited at all times in the block between Ferguson and Wellington due to the location of the railway underpass. However, it is recommended that the overnight parking prohibition continue to apply in the block between Wellington and Victoria.



2(B)(iv)(j)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 7

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

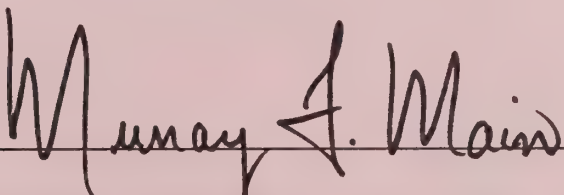
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

South side of Haymarket Street east of Hughson Street South - Parking Prohibition. [TEC-81-92]

RECOMMENDATION:

- (a) That the two two-hour metered parking spaces on the south side of Haymarket Street, east of Hughson Street, be replaced with a parking prohibition commencing at Hughson Street and extending to a point 60 feet easterly therefrom; and
- (b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

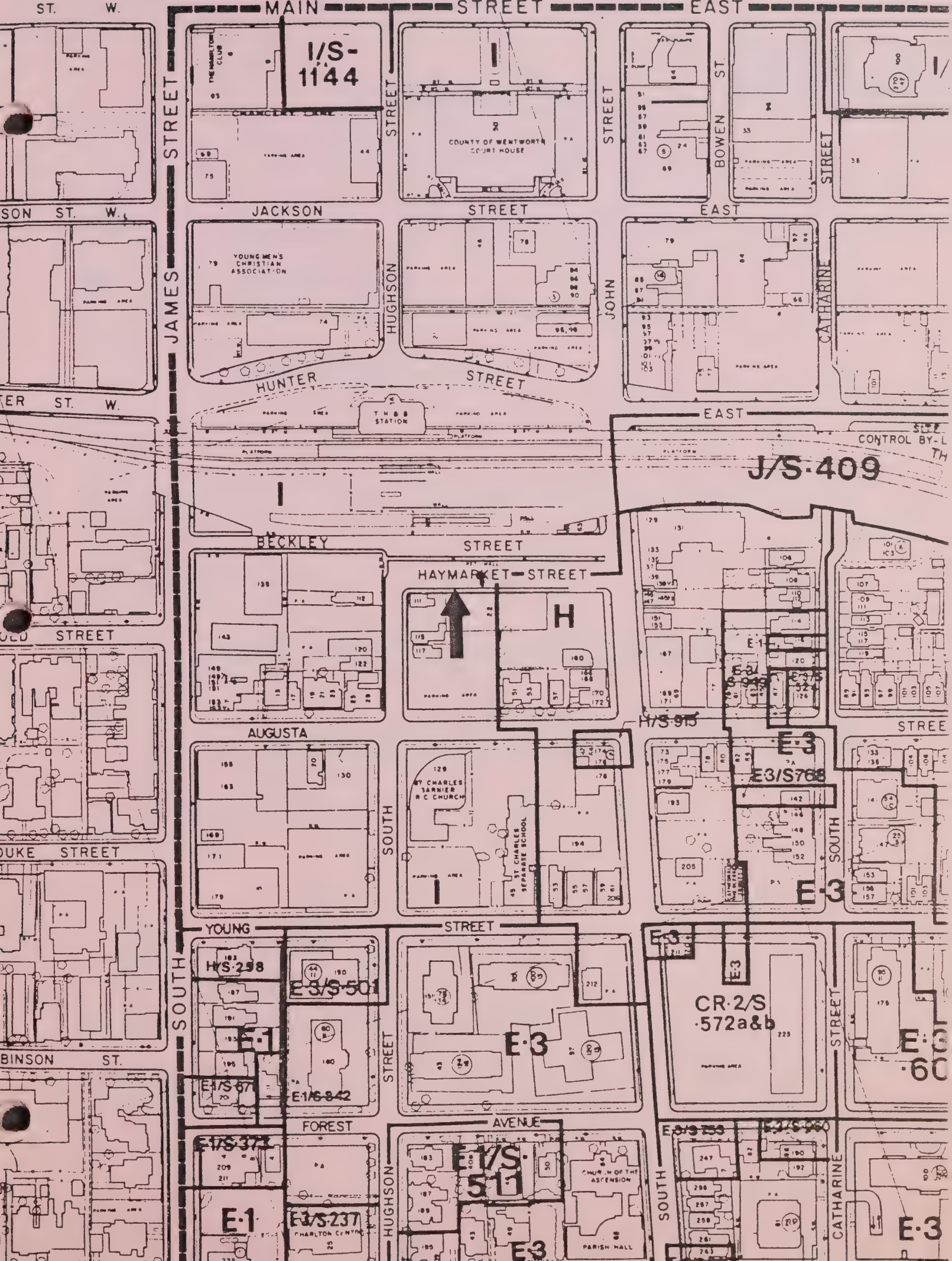
Sufficient funds are available in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required "No Parking" signs. A minimal amount of revenue will be lost by removing the two parking meters.

BACKGROUND:

Haymarket Street between Hughson and John Streets was reconstructed in 1988. The reconstruction included a roadway narrowing from 45 feet to the present 35 feet. Parking meters presently exist on the entire north side of the street and on the south side for the first two spaces east of Hughson only. Parking is prohibited for the remainder of the south side of the street.

Due to the roadway narrowing, parked vehicles at the meters on the south side of Haymarket immediately east of Hughson, interfere with turning movements at the intersection of Hughson and Haymarket. Therefore, it is recommended that the two parking meters be removed and replaced with a "No Parking" regulation, as is presently signed in the remainder of the block.

The two parking meters in question are located immediately adjacent to a residential property, and the loss of these meters should not create any serious parking difficulties for area businesses.



I/S-1144

COUNTY OF WESTWORTH COURT HOUSE

YOUNG MEN'S CHRISTIAN ASSOCIATION

T.M.B. STATION

HAYMARKET STREET

H

AUGUSTA

ST. CHARLES GARNIER R.C. CHURCH

ST. CHARLES SEPARATE SCHOOL

J/S-409

H/S-915

E-3
E3/S768

H/S-298

E-3/S-501

E-3

CR-2/S-572a&b

E-3
E-3/S-60

E-1/S-373

E-1/S-842

E-1

E-1/S-237

E-1/S-511

E-3

E-3/S-253

E-3/S-960

E-3

2(b)(iv)(k)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 28

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

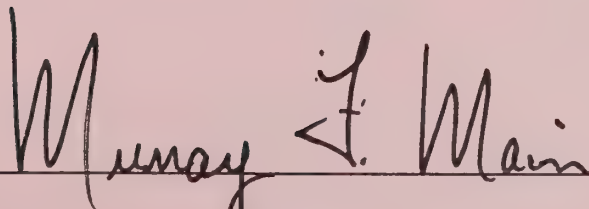
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 590 East 27th Street - Removal of a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-74-92]

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the east side of East 27th Street which commences 30 feet north of Mohawk Road and extends to a point 19 feet northerly therefrom, be removed; and
- b) That the existing "Permit Parking" regulation on the west side of East 27th Street which commences 31 feet north of Mohawk Road and extends to a point 20 feet northerly therefrom, be removed; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



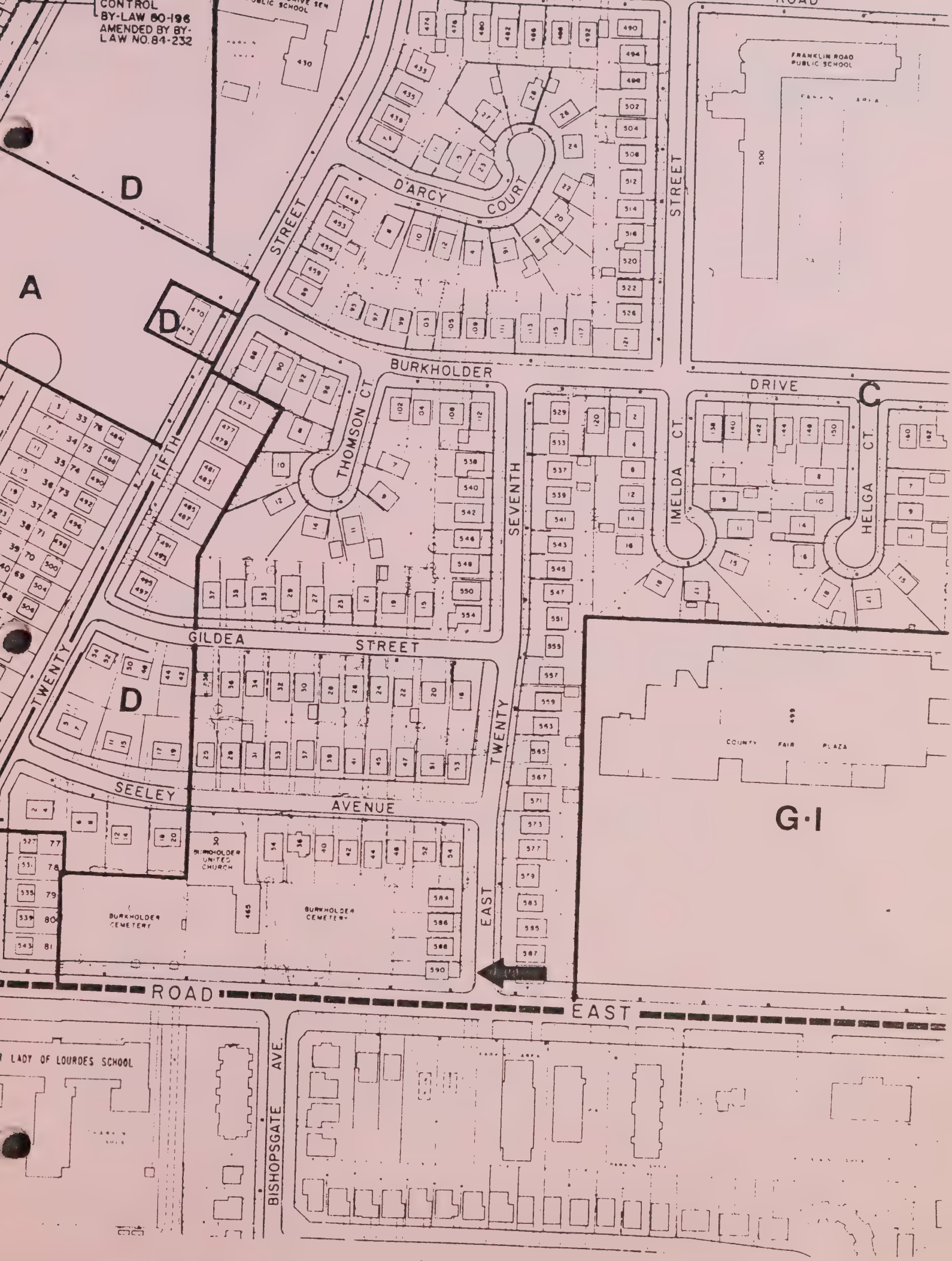
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of removing the subject signs.

BACKGROUND:

City Council at its meeting held 1991 June 25, approved a request from Mr. and Mrs. Strauch, 590 East 27th Street, to implement a reserved "Permit Parking" regulation on both sides of East 27th since Mr. Strauch was disabled.

However, Mrs. Strauch recently contacted the Traffic Department and advised that her husband is now deceased and requested that the signs be removed. Therefore, the Traffic Department concurs with the request.



2(3)(iv)(1)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 04

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

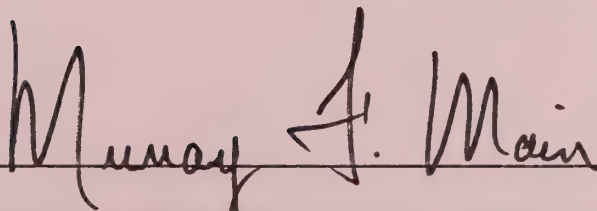
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 63 Fullerton Avenue - Request for a reserved "Permit Parking" space for a disabled resident. [TEC-77-92]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Fullerton Avenue commencing at a point 133 feet south of Princess Street and extending to a point 20 feet southerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Isabell Dockstader, 63 Fullerton Avenue; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 per year charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mrs. Isabell Dockstader, 63 Fullerton Avenue, that a reserved "Permit Parking" regulation be implemented on the west side of the street in front of her home since she is disabled.

Fullerton has a 28 foot pavement width, and presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. Dockstader possesses a valid disabled permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

NATIONAL
SEWER PIPE

COTTA
AVENUE
WAYS

WESTINGHOUSE CANADA INC

PARKING AREA

PRINCESS

AVENUE

MYLER

STREET

NORTH

WESTINGHOUSE AVE

AVENUE
MILTON

FULLERTON AVENUE

BIRCH

BARTON

STREET

EAST

RISTOL

AVENUE

STREET

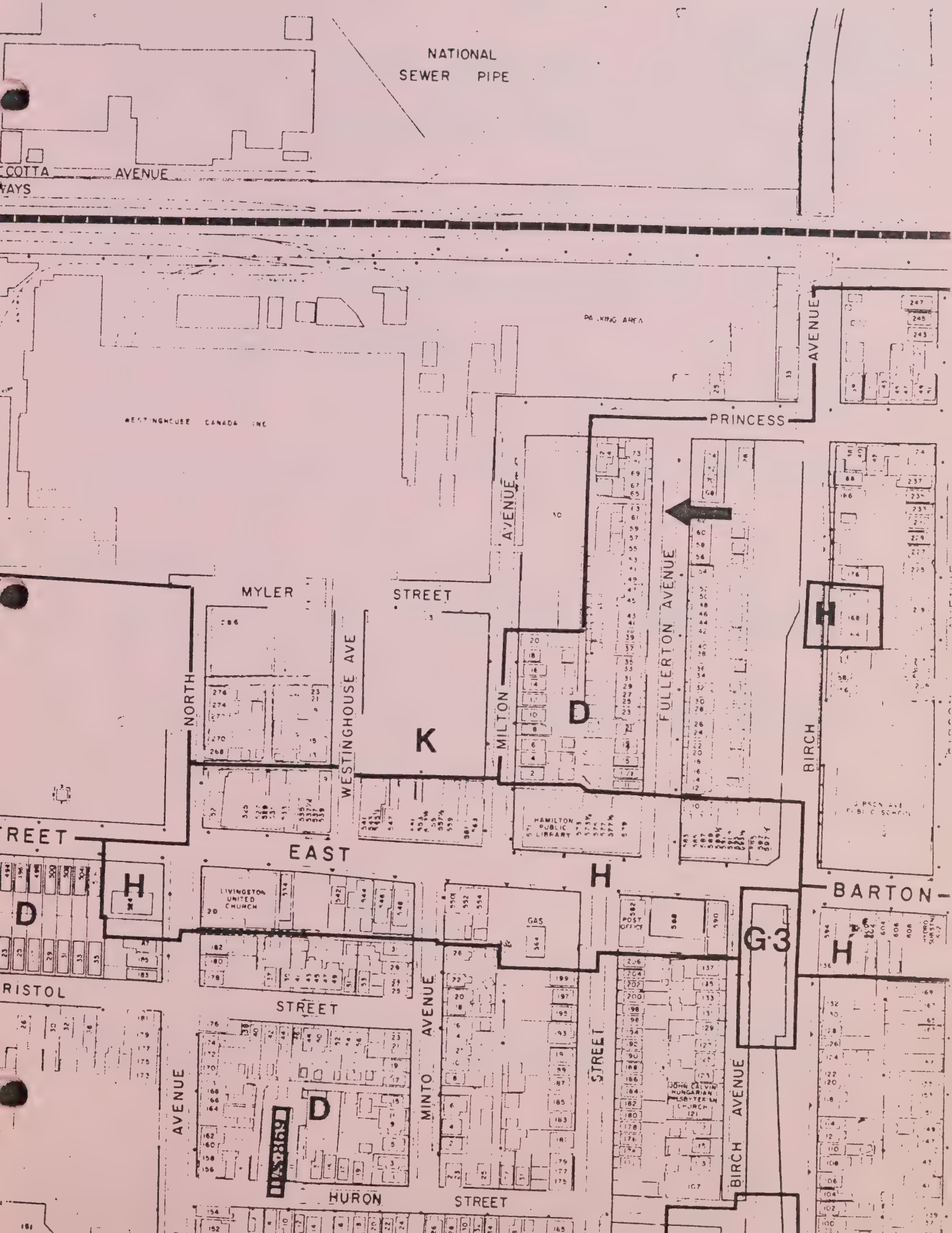
MINTO AVENUE

STREET

BIRCH AVENUE

HURON

STREET



2(B)(iv)(m)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 29

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

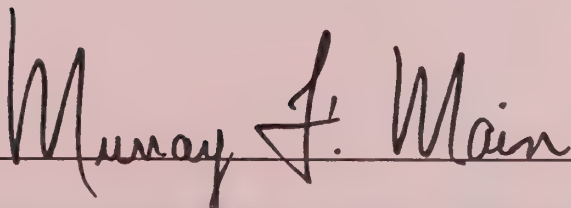
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Nos. 196 and 198 Wood Street East - Request for Reserved "Permit Parking" spaces for disabled residents. [TEC-75-92]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the south side of Wood Street East, commencing at a point 133 feet east of Ferguson Avenue and extending to a point 48 feet easterly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Battram, 196 Wood Street East and Mr. Giuseppe, 198 Wood Street East; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 per year charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from the residents of Nos. 196 and 198 Wood Street East, that a reserved "Permit Parking" regulation be implemented on the south side of Wood in front of their homes since they are disabled.

Wood has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that both residents possess a valid disabled permit. An investigation has revealed that there is no suitable alternative parking area available on the private properties. Therefore, the Traffic Department concurs with the request.

SERVICE ROAD

D

EAST

EAST

STREET

EAST

PICTON

ST.

NORTH

AVENUE

NORTH

STREET

WELLINGTON

J



2(b)(iv)(n)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 21

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

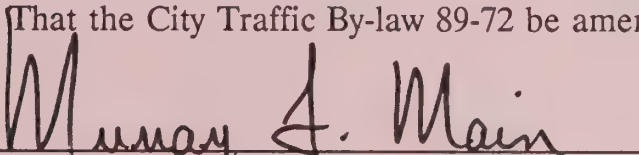
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 48 Somerset Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident. (TEC-88-92)

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the south side of Somerset Avenue, commencing at a point 165 feet west of Barnesdale Avenue North and extending to a point 25 feet westerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Ms. Aletha Greenly, 48 Somerset Avenue; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

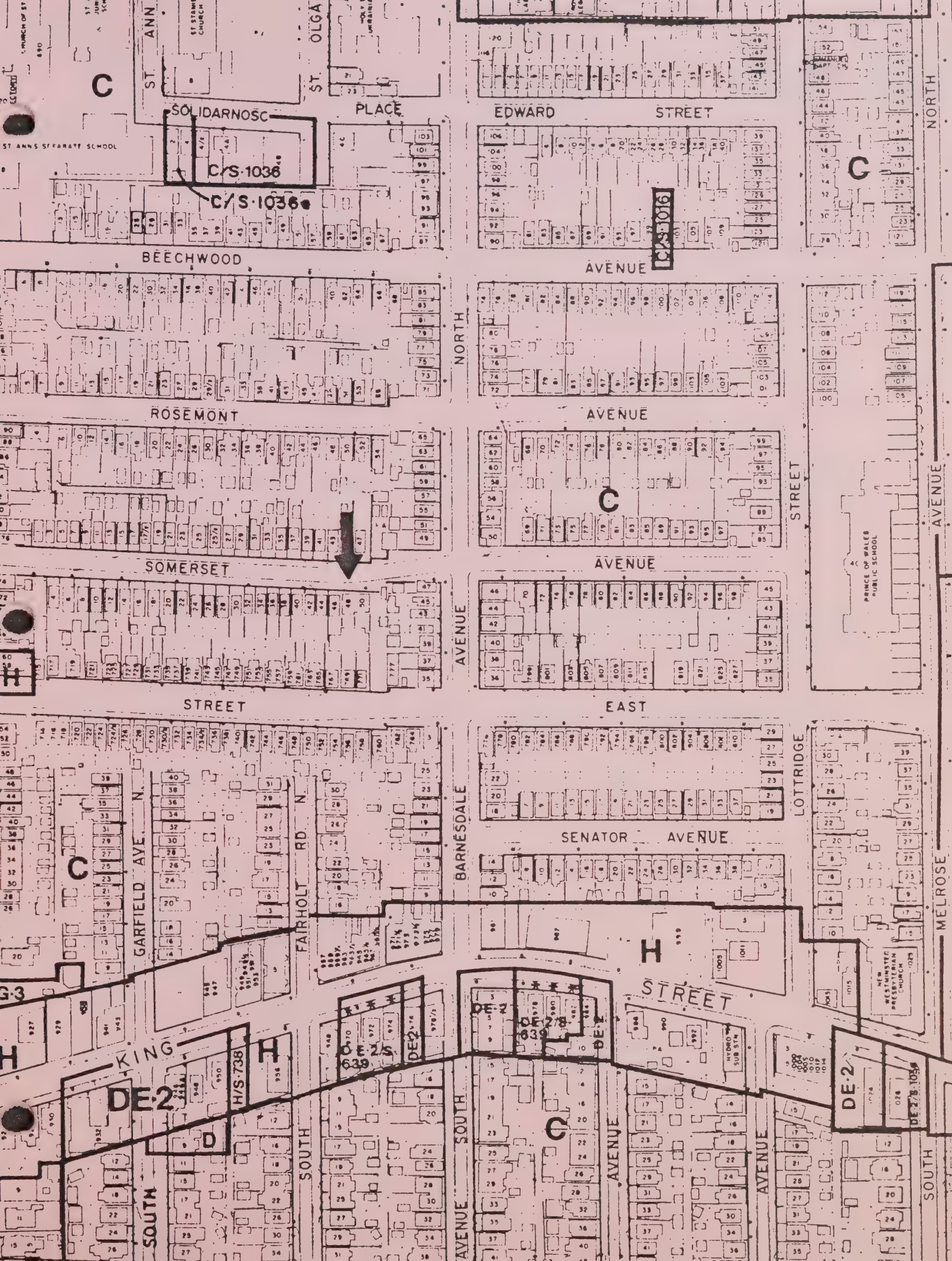
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 per year charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Ms. Aletha Greenly, 48 Somerset Avenue, that a reserved "Permit Parking" regulation be designated on the street in front of her home since she is disabled.

Somerset has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. However, the applicant has requested that a space be designated on her side of the street only. Loading and unloading could take place in front of the applicant's home when parking is allowed on the opposite side of the street.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Ms. Greenly possess a valid disabled permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.



2(B)(iv)(o)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 28

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

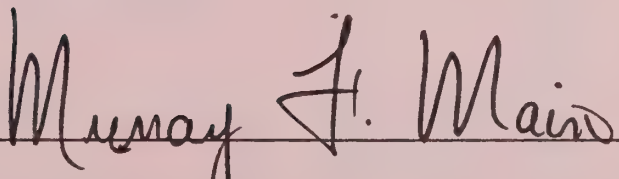
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

West side of Locke Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-98-92]

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Locke Street North commencing at the north end and extending to a point 30 feet southerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Jim Chatterton, 10 Tecumseh Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mr. Jim Chatterton, 10 Tecumseh Street, that a reserved "Permit Parking" regulation be implemented on the west side of Locke Street North adjacent to his residence since he is permanently confined to a wheelchair.

Locke has a 28 foot pavement width, and presently, parking is prohibited on both sides of the street in this area. Although there is an existing off-street parking, facility for this building, the reserved parking space is not wide enough for Mr. Chatterton's van which is specially equipped with an hydraulic ramp.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Chatterton possesses a valid disabled permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.



RAILWAYS FREIGHT YARDS HAMILTON CITY LIMITS

K

E

TECUMSEH STREET

BARTON STREET

NORTH STREET

LOCKE STREET

CROOKS STREET

A/S-569

SITE PLAN CONTROL BY-LAW 81-025

KINNEL ST

A/S-450

SITE PLAN CONTROL BY-LAW 80-013 YORK

D/S-450

A/S-450

H/S-481

SITE PLAN CONTROL BY-LAW 80-120

H/S-7008 & H/S-743

H/S-481

DEVONPORT STREET

Lmr-21 S-7175

H/S-608

H/S-481

H/S-630

H/S-745

H/S-647

H/S-555

D

D

H/S-481

2(B)(6)(v)(p)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 11

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

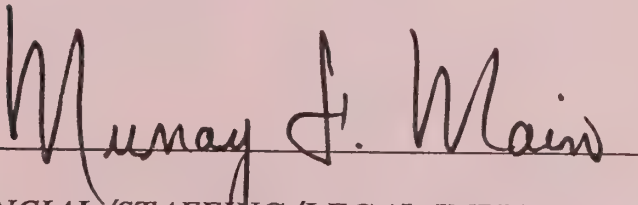
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 433 Ferguson Avenue North - Request for a Reserved "Permit Parking" Space for a Disabled Resident. (TEC-107-92)

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Ferguson Avenue North commencing at a point 184 feet north of Ferrie Street East and extending to a point 27 feet northerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Beavers, No. 433 Ferguson Avenue North; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

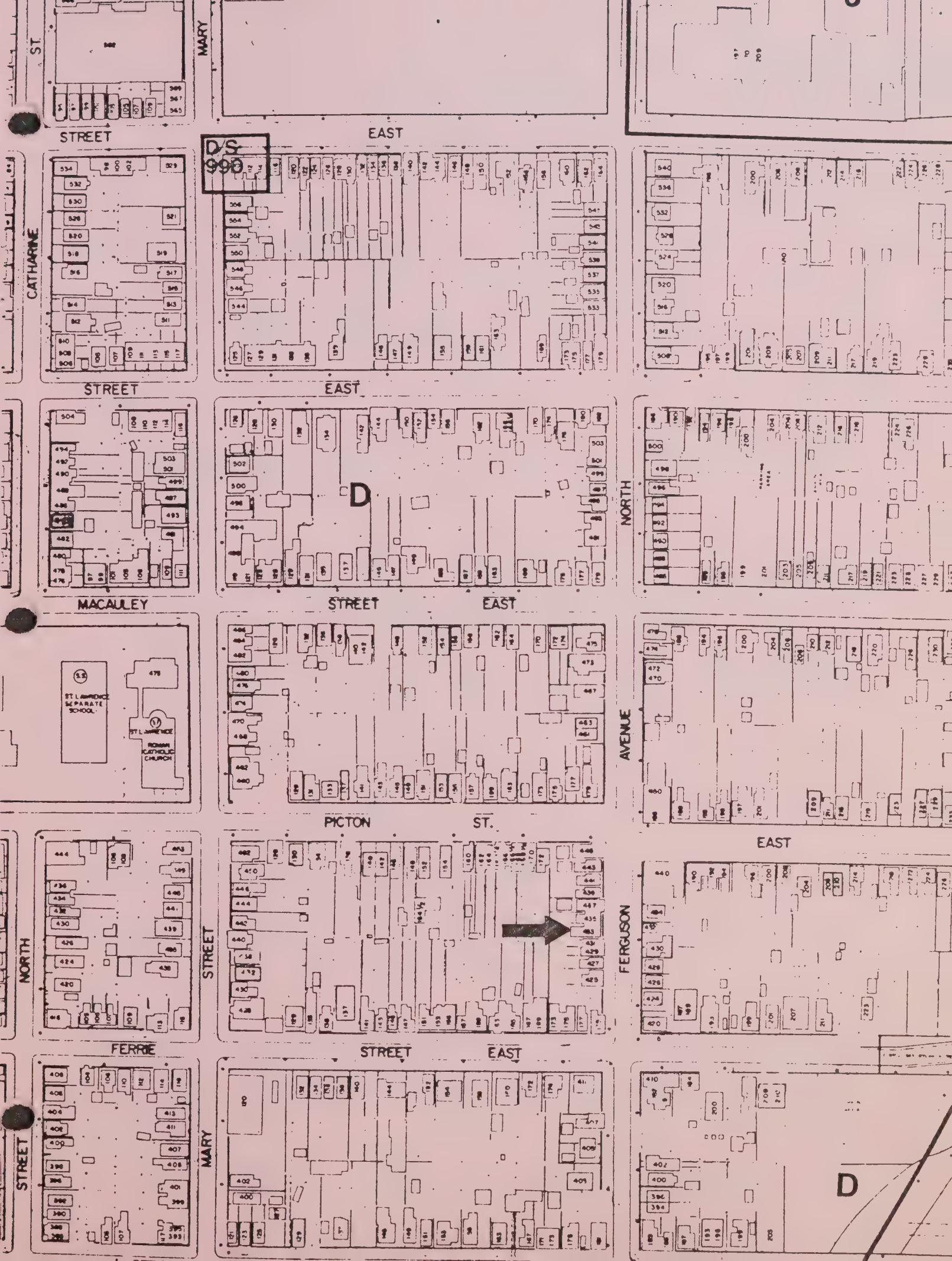
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mr. Beavers, No. 433 Ferguson Avenue North, that a reserved "Permit Parking" space be designated on the west side of the street in front of his home since he is disabled.

Ferguson has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Beavers possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.



2(b)(iv)(9)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 09

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

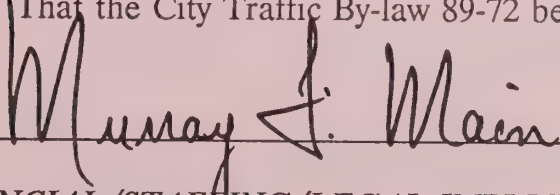
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 18 Nightingale Street - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident. (TEC-105-92)

RECOMMENDATION:

- a) That the existing "Permit Parking" regulation on the north side of Nightingale Street commencing at a point 167 feet east of the east curb line of Steven Street and extending to a point 20 feet easterly therefrom be removed; and
- b) That the existing "Permit Parking" regulation on the south side of Nightingale Street commencing at a point 172 feet east of the east curb line of Steven Street and extending to a point 20 feet easterly therefrom be removed; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



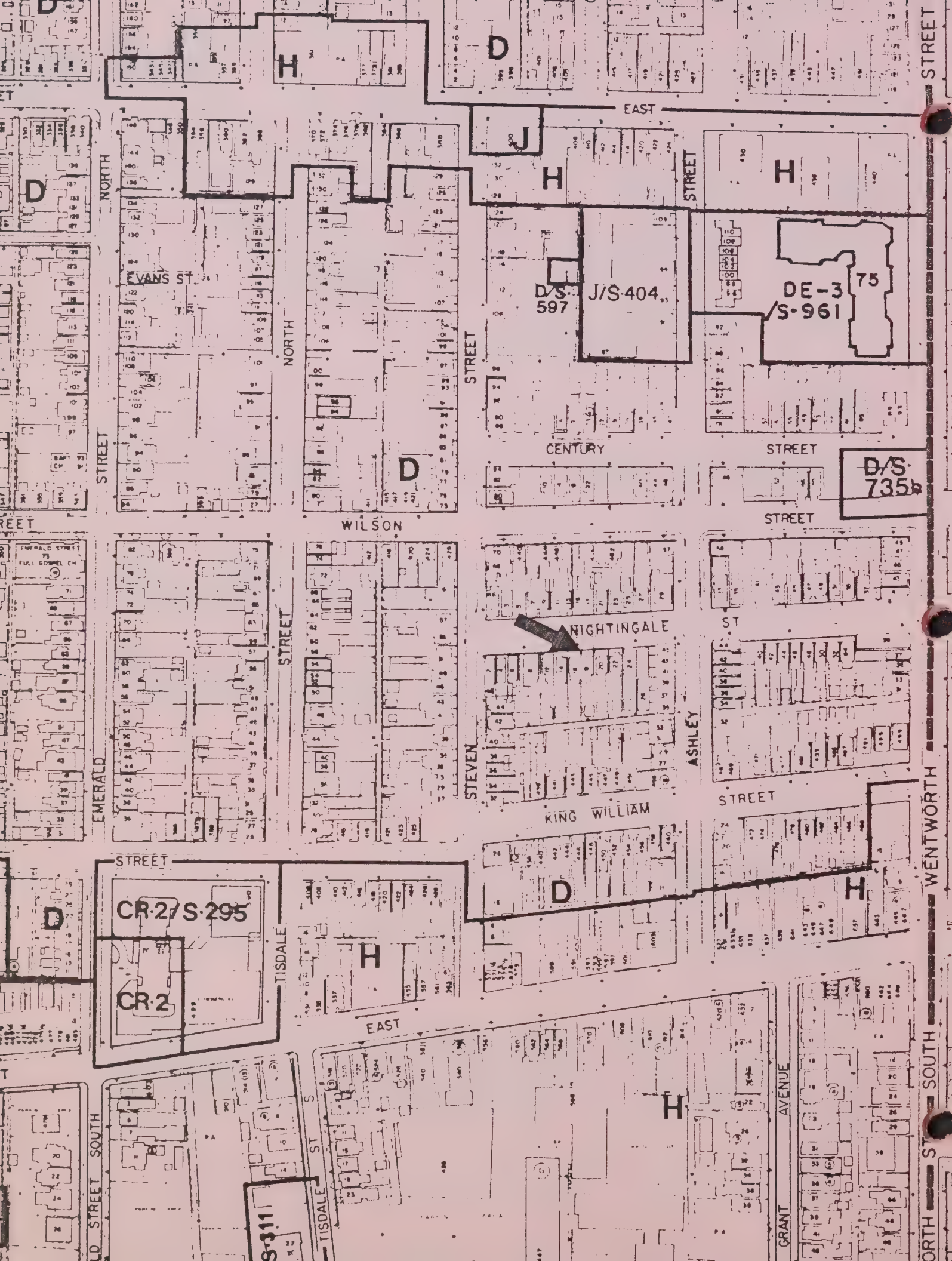
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of removing the signs.

BACKGROUND:

In 1988 City Council approved a request from Mr. Carmen D'Antonio, 18 Nightingale Street, to implement a reserved "Permit Parking" space on both sides of Nightingale since he is disabled. However, this property has recently been approved for front yard parking, and therefore, Mr. D'Antonio has requested that the "Permit Parking" regulations be removed.

The Traffic Department has reviewed this matter and concurs with this request.



2(B)(iv)(r)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 12

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

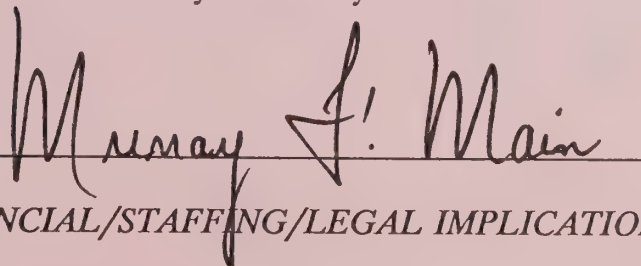
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 85 Clinton Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident. (TEC-104-92)

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the north side of Clinton Street commencing at a point 161 feet east of Barnesdale Avenue North and extending to a point 22 feet easterly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Borman, No. 85 Clinton Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

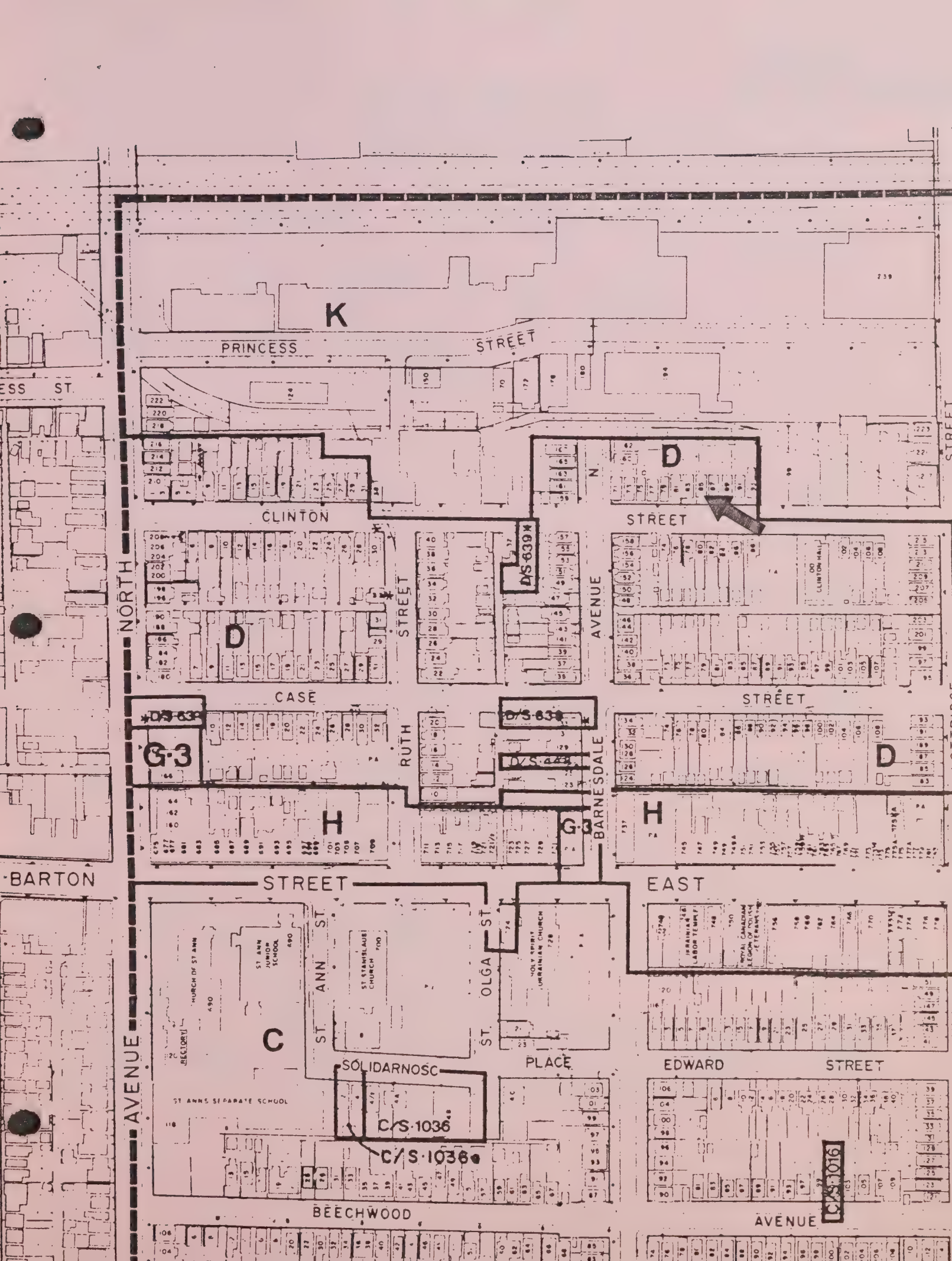
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Bernie Morelli has advised of a request from Mrs. Borman, No. 85 Clinton Street, that a reserved "Permit Parking" space be designated on the north side of Clinton in front of her home since she is disabled.

Clinton has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. Therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street. However, Mrs. Borman has advised that she requires a space only when parking is permitted on her side of the street under the existing "Alternate Side Parking" regulation. Loading and unloading can take place on Mrs. Borman's side of the street when parking is allowed on the opposite side.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. Borman possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.



K

PRINCESS STREET

CLINTON STREET

ESS ST.

222
220
218

216
214
212
210
208

CLINTON STREET

206
204
202
200

198
196

D

194
192
190
188
186
184
182
180
178
176
174
172
170
168
166
164
162
160
158
156
154
152
150
148
146
144
142
140
138
136
134
132
130
128
126
124
122
120
118
116
114
112
110
108
106
104
102
100
98
96
94
92
90
88
86
84
82
80
78
76
74
72
70
68
66
64
62
60
58
56
54
52
50
48
46
44
42
40
38
36
34
32
30
28
26
24
22
20
18
16
14
12
10
8
6
4
2

CASE STREET

32
30
28
26
24
22
20
18
16
14
12
10
8
6
4
2

G-3

64

66
68
70
72
74
76
78
80
82
84
86
88
90
92
94
96
98
100
102
104
106
108
110
112
114
116
118
120
122
124
126
128
130
132
134
136
138
140
142
144
146
148
150
152
154
156
158
160
162
164
166
168
170
172
174
176
178
180
182
184
186
188
190
192
194
196
198
200

H

700
702
704
706
708
710
712
714
716
718
720
722
724
726
728
730
732
734
736
738
740
742
744
746
748
750
752
754
756
758
760
762
764
766
768
770
772
774
776
778
780
782
784
786
788
790
792
794
796
798
800

ST. ANN'S CHURCH

ST. ANN'S JUNIOR SCHOOL

ST. ANN'S SEPARATE SCHOOL

ST. ANN'S CHURCH

ST. ANN'S CHURCH

ST. ANN'S CHURCH

ST. ANN'S CHURCH

ST. ANN'S CHURCH

ST. ANN'S CHURCH

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

ST. ANN STREET

SOLIDARNOŚĆ PLACE

ST. OLGA STREET

C/S-1036

C/S-1036

BEECHWOOD AVENUE

AVENUE

BARNESDALE AVENUE

CLINTON STREET

CASE STREET

32
30
28
26
24
22
20
18
16
14
12
10
8
6
4
2

G-3

64

66
68
70
72
74
76
78
80
82
84
86
88
90
92
94
96
98
100
102
104
106
108
110
112
114
116
118
120
122
124
126
128
130
132
134
136
138
140
142
144
146
148
150
152
154
156
158
160
162
164
166
168
170
172
174
176
178
180
182
184
186
188
190
192
194
196
198
200

H

700
702
704
706
708
710
712
714
716
718
720
722
724
726
728
730
732
734
736
738
740
742
744
746
748
750
752
754
756
758
760
762
764
766
768
770
772
774
776
778
780
782
784
786
788
790
792
794
796
798
800

ST. ANN'S CHURCH

ST. ANN'S JUNIOR SCHOOL

ST. ANN'S SEPARATE SCHOOL

ST. ANN'S CHURCH

ST. ANN'S CHURCH

ST. ANN'S CHURCH

ST. ANN'S CHURCH

ST. ANN'S CHURCH

ST. ANN'S CHURCH

EAST STREET

EDWARD STREET

EDWARD STREET

AVENUE

C/S-1016

2(2)(iv)(3)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 12

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

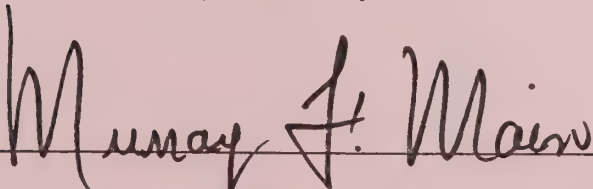
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 39 Leeming Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident. (TEC-106-92)

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the east side of Leeming Street commencing at a point 388 feet north of Cannon Street East and extending to a point 20 feet northerly therefrom; and
- b) That a "Permit Parking" regulation be implemented on the west side of Leeming Street commencing at a point 418 feet north of Cannon Street East and extending to a point 19 feet northerly therefrom; and
- c) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Ivan Rous, No. 39 Leeming Street; and
- d) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

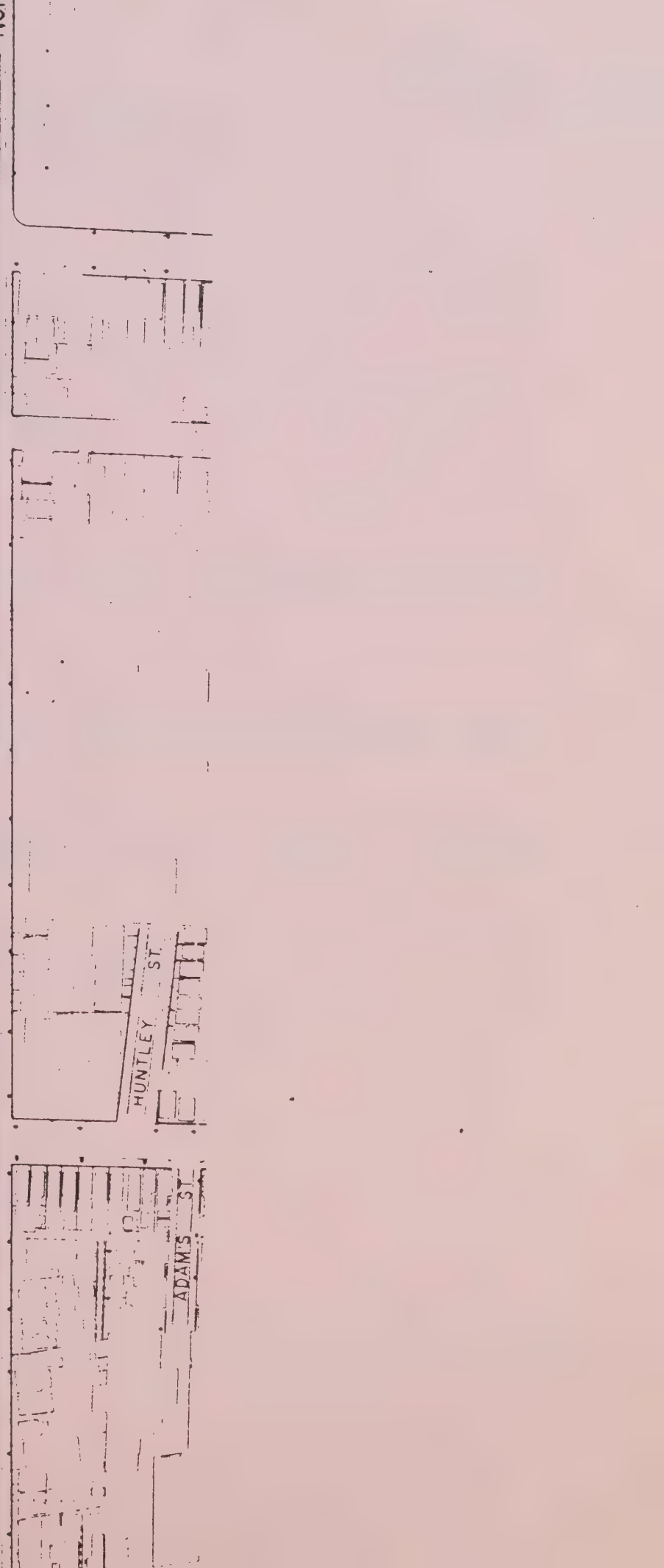
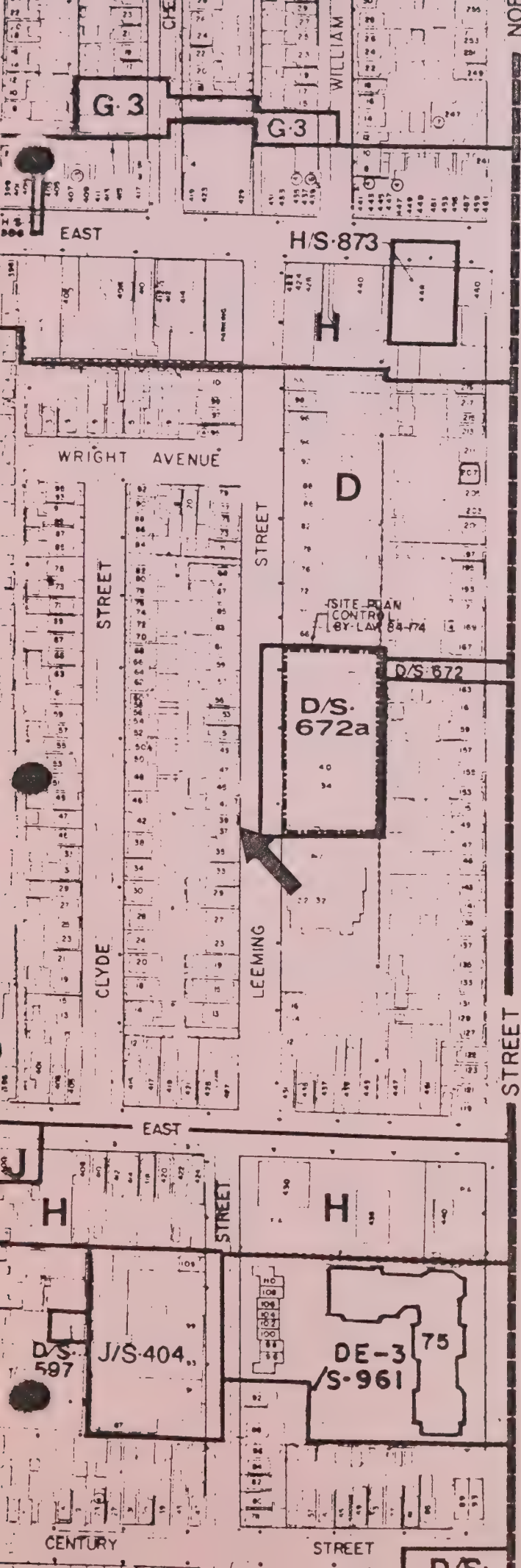
BACKGROUND:

The Traffic Department has received a request from Mr. Ivan Rous, No. 39 Leeming Street, that a reserved "Permit Parking" space be designated on the street, in front of, and opposite his home since he is disabled.

Leeming has a 26 foot pavement width, and presently, there is an "Alternate Side Parking" regulation as well as a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Ivan Rous possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

Since there is an "Alternate Side Parking" regulation on the street, it will be necessary to designate a reserved "Permit Parking" space on the west side of the street opposite his home. This space will abut the property of the Child Development Centre and the Supervisor, Mrs. Sheila Darling, has advised that she has no objection to having the necessary signs installed in front of the property.



2(B)(iv)(+)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 12

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

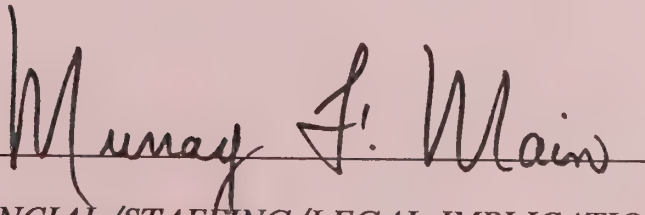
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 509 Dunsmure Road - Request for a Reserved "Permit Parking" Space for a Disabled Resident. (TEC-110-92)

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the north side of Dunsmure Road commencing at a point 96 feet east of Park Row and extending to a point 19 feet easterly therefrom; and
- b) That a "Permit Parking" regulation be implemented on the south side of Dunsmure Road commencing at a point 94 feet east of Park Row extending to a point 26 feet easterly therefrom; and
- c) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Creighton, No. 509 Dunsmure Road; and
- d) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mrs. Creighton, No. 509 Dunsmure Road, that a reserved "Permit Parking" space be designated on the street, in front of, and opposite her home since she is disabled.

Dunsmure has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. Creighton possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, the Traffic Department concurs with the request.

Since there is an "Alternative Side Parking" regulation on the street, it will be necessary to designate a reserved "Permit Parking" space on the south side of the street opposite her home. This space will abut the property of No. 48 Park Row, and the resident, Mrs. Wilson, has advised that she has no objection to having the necessary signs installed adjacent to her property.



NORTH STREET

OTTAWA

NORTH

NORTH

NORTH

STREET

STREET

STREET

DUNSMUIR

WATER

HAMILTON

68/S379

PROVINCE

STREET

CANNON

ROXBOROUGH

AVENUE

BRITANNIA

ST. N.

WORKS

QUEEN MARY PUBLIC SCHOOL

PARKING AREA

PARKING AREA

PARKING AREA

2(10)(iv)(u)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 21

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

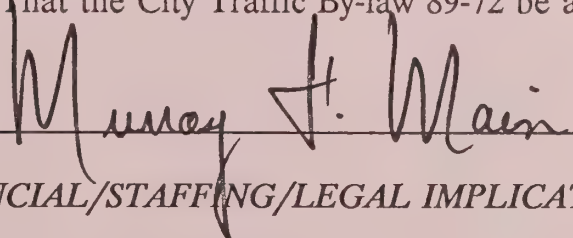
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

26 Greig Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident.
(TEC-83-92)

RECOMMENDATION:

- a) That a "Permit Parking" regulation be implemented on the west side of Greig Street commencing at a point 276 feet south of Barton Street and extending to a point 22 feet southerly therefrom; and
- b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. William Hertel, 26 Greig Street; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

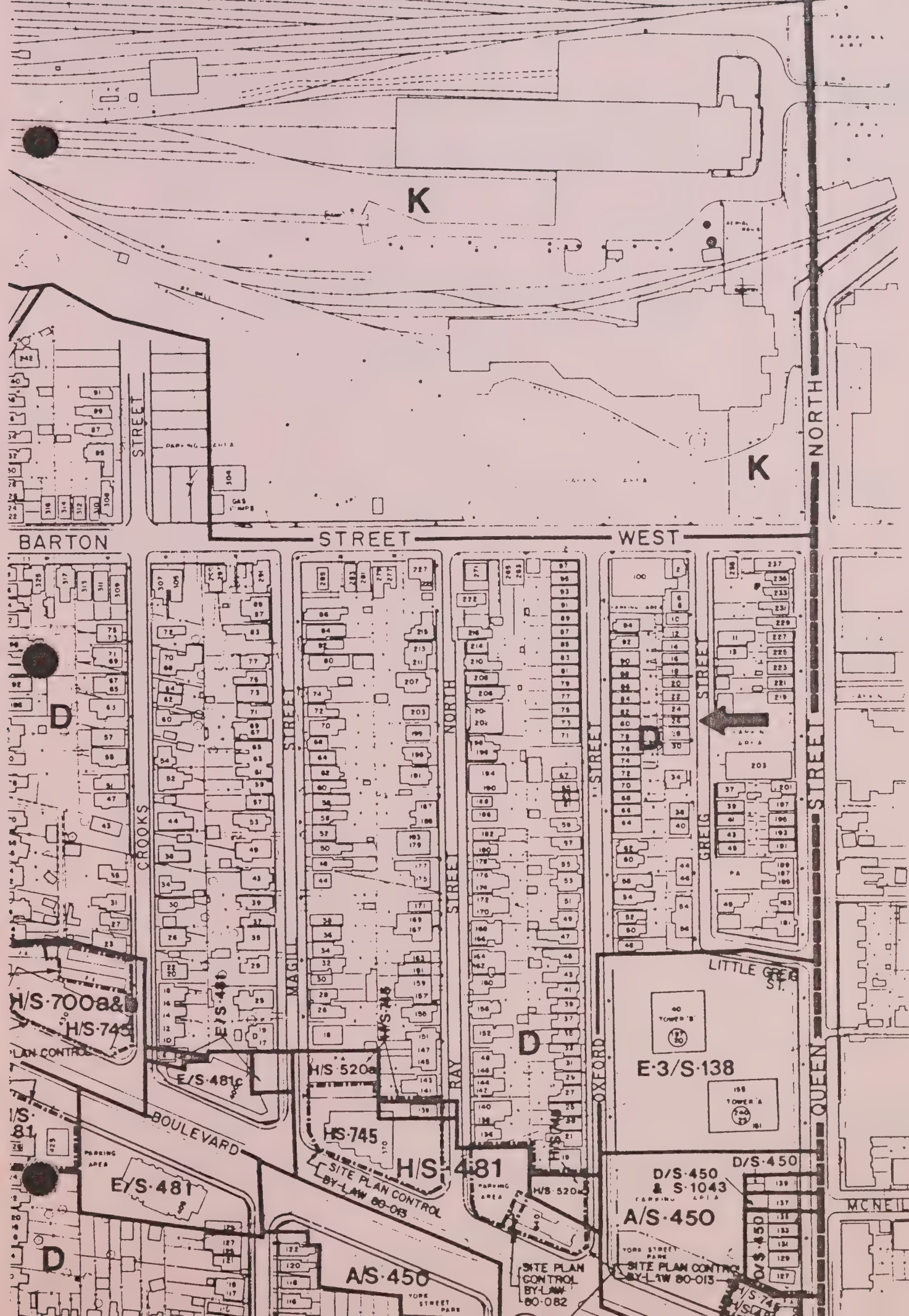
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the \$12.00 per year charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

The Traffic Department has received a request from Mrs. William Hertel, 26 Greig Street, that a reserved "Permit Parking" space be designated in front of her home since she is disabled.

Greig has a 24 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on both sides of the street except for a 283 foot "No Parking" regulation on the east side of Greig, south of Barton.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. Hertel possess a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.



2(B)(iv)(v)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 12

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

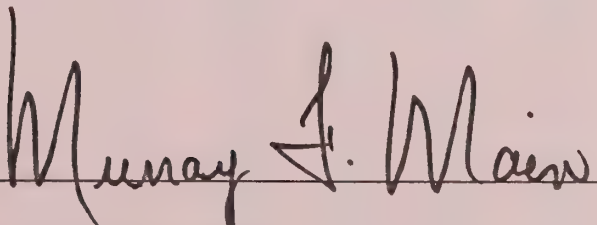
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 287 East 22nd Street - Request to Remove an Existing Wheelchair Loading Zone.
(TEC-111-92)

RECOMMENDATION:

- a) That the existing "No Stopping, Wheelchair Loading Only, 10:00 a.m. to 8:00 p.m., 7 days a week" regulation on the east side of East 22nd Street commencing at a point 321 feet north of Fennell Avenue and extending to a point 25 feet northerly therefrom be removed; and
- b) That the City Traffic By-law 89-72 be amended accordingly.

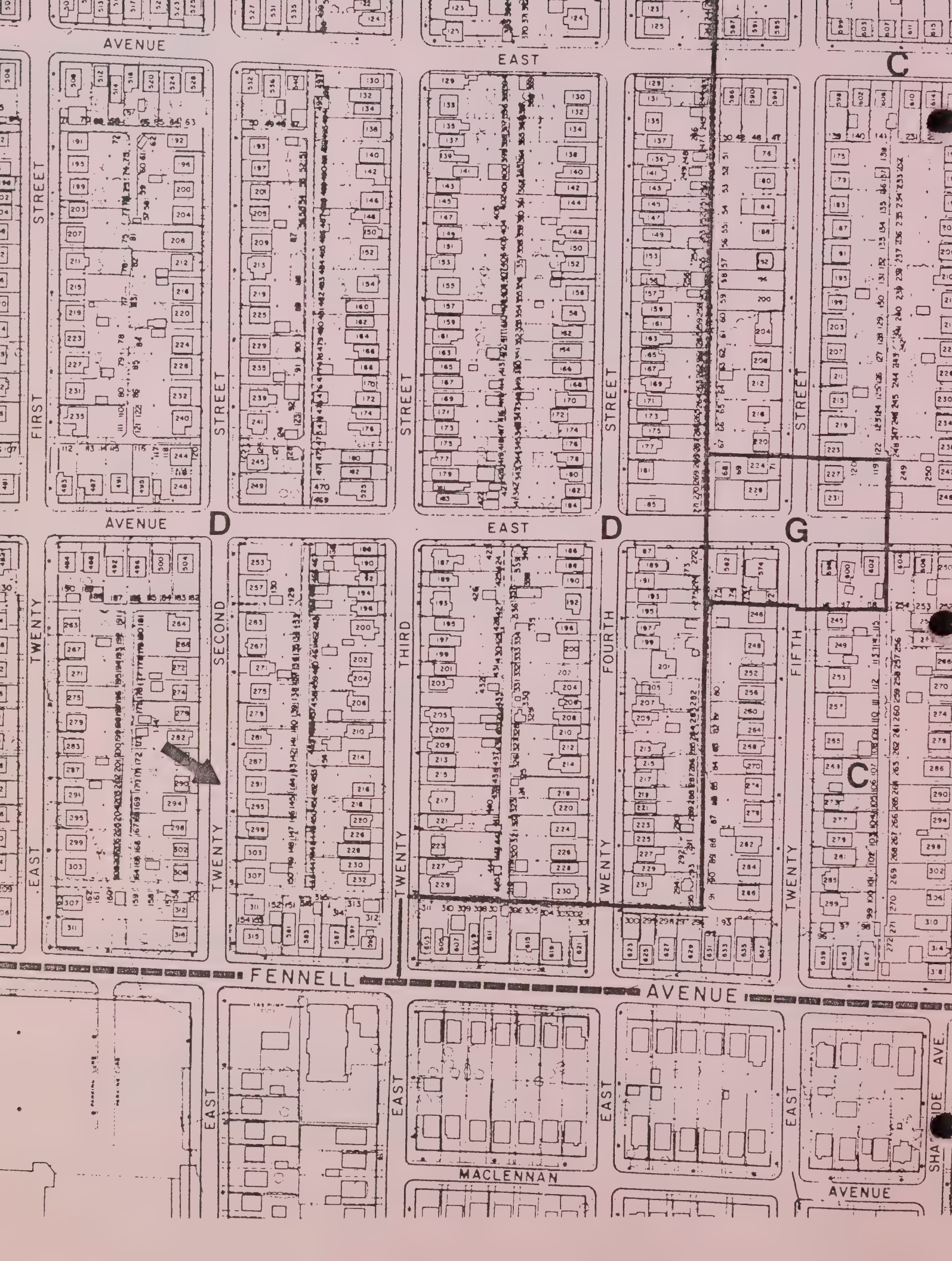


FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of removing the signs.

BACKGROUND:

The Traffic Department has received a request from Alderman Henry Merling and Alderman Terry Anderson, to remove the existing "No Stopping, Wheelchair Loading Only" regulation designated on the street in front of No. 287 East 22nd, since Mr. Jim Kane has passed away. Therefore, the Traffic Department concurs with this request.



2(B)(iv)(w)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 26

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

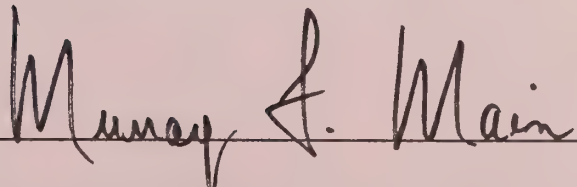
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 661 Wilson Street - Request for a Wheelchair Loading Zone on Gibson Avenue. [TEC-90-92]

RECOMMENDATION:

- a) That a "No Stopping, Wheelchair Loading Only, 10:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the east side of Gibson Avenue commencing at a point 32 feet north of Wilson Street and extending to a point 25 feet northerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

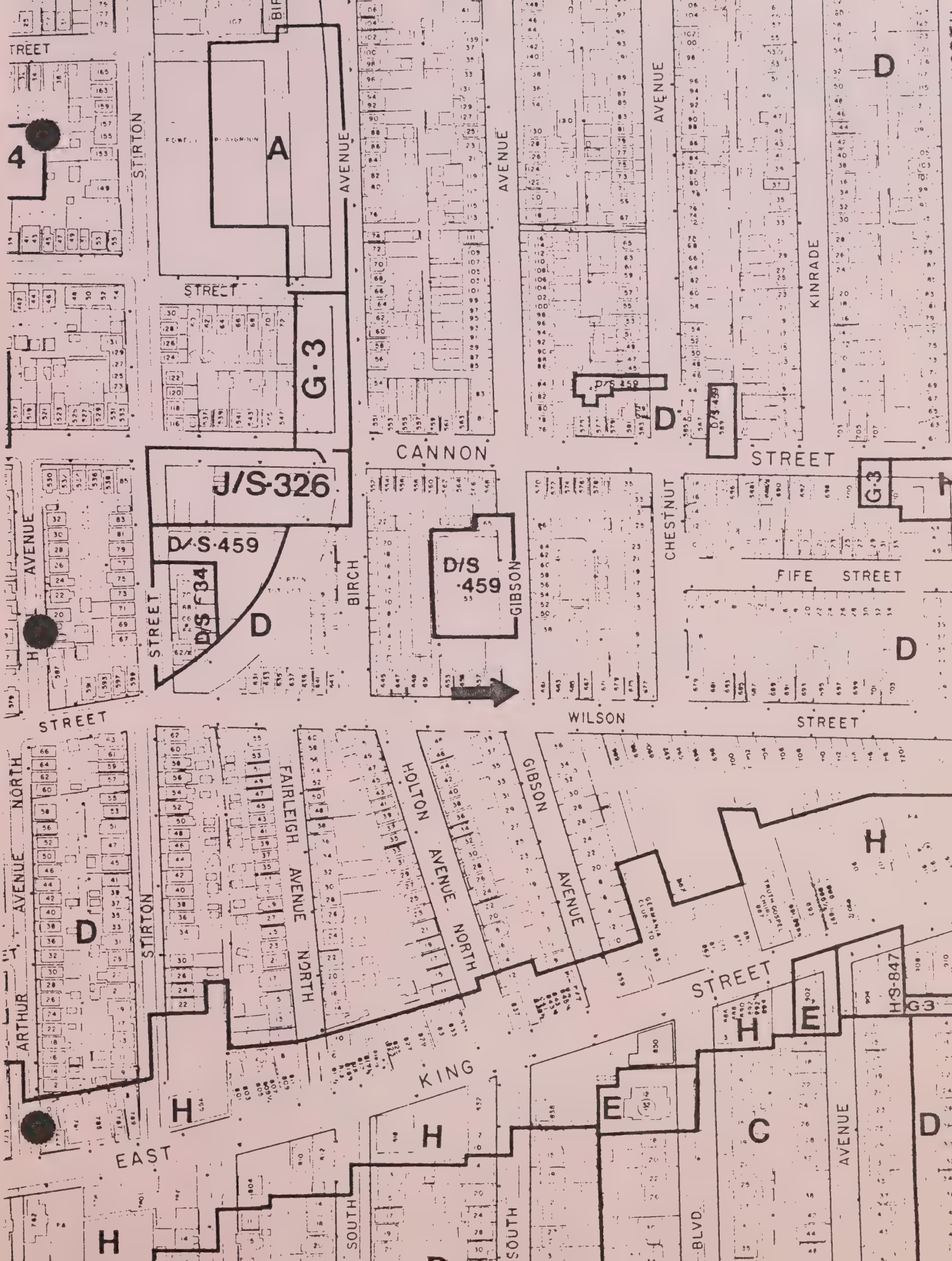
BACKGROUND:

The Traffic Department has received a request from Mrs. Leona Johnson, 661 Wilson Street, that a wheelchair loading zone be implemented on the east side of Gibson adjacent

to her home in order to provide a space for Darts vehicles to load and unload her.

Gibson has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area.

The implementation of the requested regulation will result in a loss of approximately one legal on-street parking space immediately adjacent to the applicant's property. However, casual observations have revealed that the street is not heavily parked and since the applicant has agreed to limit the hours of the regulation such that the space is available for parking after 4:00 p.m. on weekdays and all day on weekends, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.



2(6)(iv)(x)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 25

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

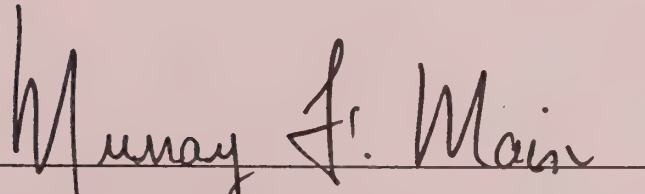
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Tisdale Avenue North and King William Street - Corner Clearances. [TEC-91-92]

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the north side of King William Street commencing at Tisdale Avenue North and extending to a point 80 feet westerly therefrom; and
- b) That a "No Stopping" regulation be implemented on the south side of King William Street commencing at Tisdale Avenue and extending to a point 70 feet easterly therefrom; and
- c) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Don Drury has requested that four-way stop control be implemented at the intersection of Tisdale and King William. Staff recently investigated this request and concluded that four-way stop control is not warranted at this location at this time. While the collision record is not abnormal, several collisions have involved northbound and southbound motorists on Tisdale who either failed to stop or yield to traffic on King William.

In an effort to improve the collision record at this intersection, the Traffic Department recommends implementing corner clearances on the north side of King William, west of Tisdale and on the south side, east of Tisdale. Also, a work order has been issued to increase the size of the existing northbound and southbound stop signs from 24 inches to 30 inches.



2(b)(iv)(y)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 30

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

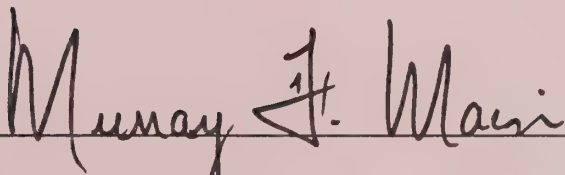
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

North side of Herkimer Street, east of MacNab Street - Driveway Clearance. [TEC-76-92]

RECOMMENDATION:

- a) That a "No Stopping" regulation be implemented on the north side of Herkimer Street commencing at a point 65 feet east of MacNab Street North and extending to a point 66 feet easterly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1991 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

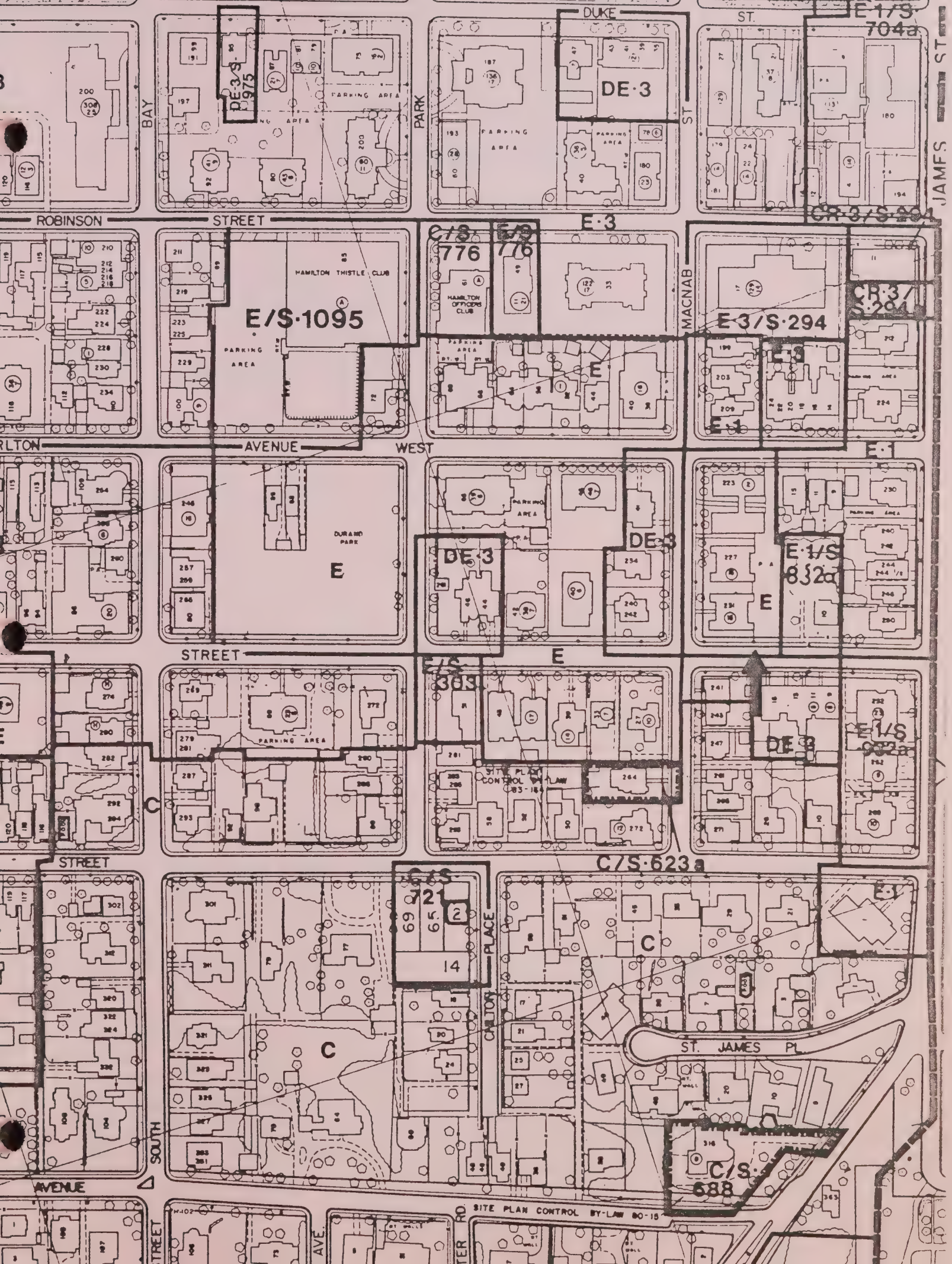
The Traffic Department has received a letter from Doreen Bryant of Merksworth Apartment Ltd., on behalf of one of the residents, in which concerns were expressed regarding parked vehicles on the north side of Herkimer between MacNab and James which apparently obstruct the visibility of motorists exiting the parking lot of 227-231 MacNab

Street South. Ms. Bryant has requested that parking be prohibited on the north side of Herkimer between MacNab and James.

Herkimer has a 36 foot pavement width, and presently, there is a "No Parking, 9:00 a.m. to 4:00 p.m." regulation on the south side and a "Three Hour Parking Time Limit, 9:00 a.m. to 4:00 p.m." regulation on the north side of the street as well as morning and evening rush hour stopping prohibitions on both sides of Herkimer in this area.

An investigation has confirmed that parked vehicles on the north side of Herkimer, west of the driveway to this apartment do obstruct visibility for motorists attempting to enter Herkimer from the apartment building parking lot. However, the Traffic Department would consider a parking prohibition on the entire north side of Herkimer between James and MacNab to be over-restrictive and unnecessary. Therefore, the Traffic Department recommends implementing a 45 foot driveway clearance such that stopping would be prohibited on the north side of Herkimer, west of this driveway.

While the street is heavily parked, the implementation of the proposed regulation will result in a loss of only two legal on-street parking spaces directly adjacent to this apartment building.



2(13)(14)(2)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 29

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

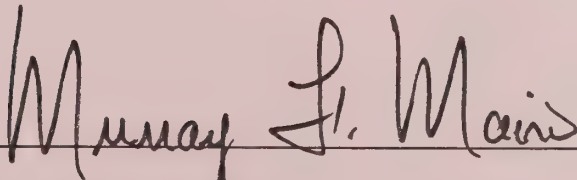
FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

School Bus Loading Zone on Franklin Road adjacent to Franklin Road Elementary School.
(TEC-78-92)

RECOMMENDATION:

- a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Franklin Road commencing at a point 52 feet west of the west curb line of East 28th Street and extending to a point 88 feet westerly therefrom; and
- b) That the City Traffic By-law 89-72 be amended accordingly.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

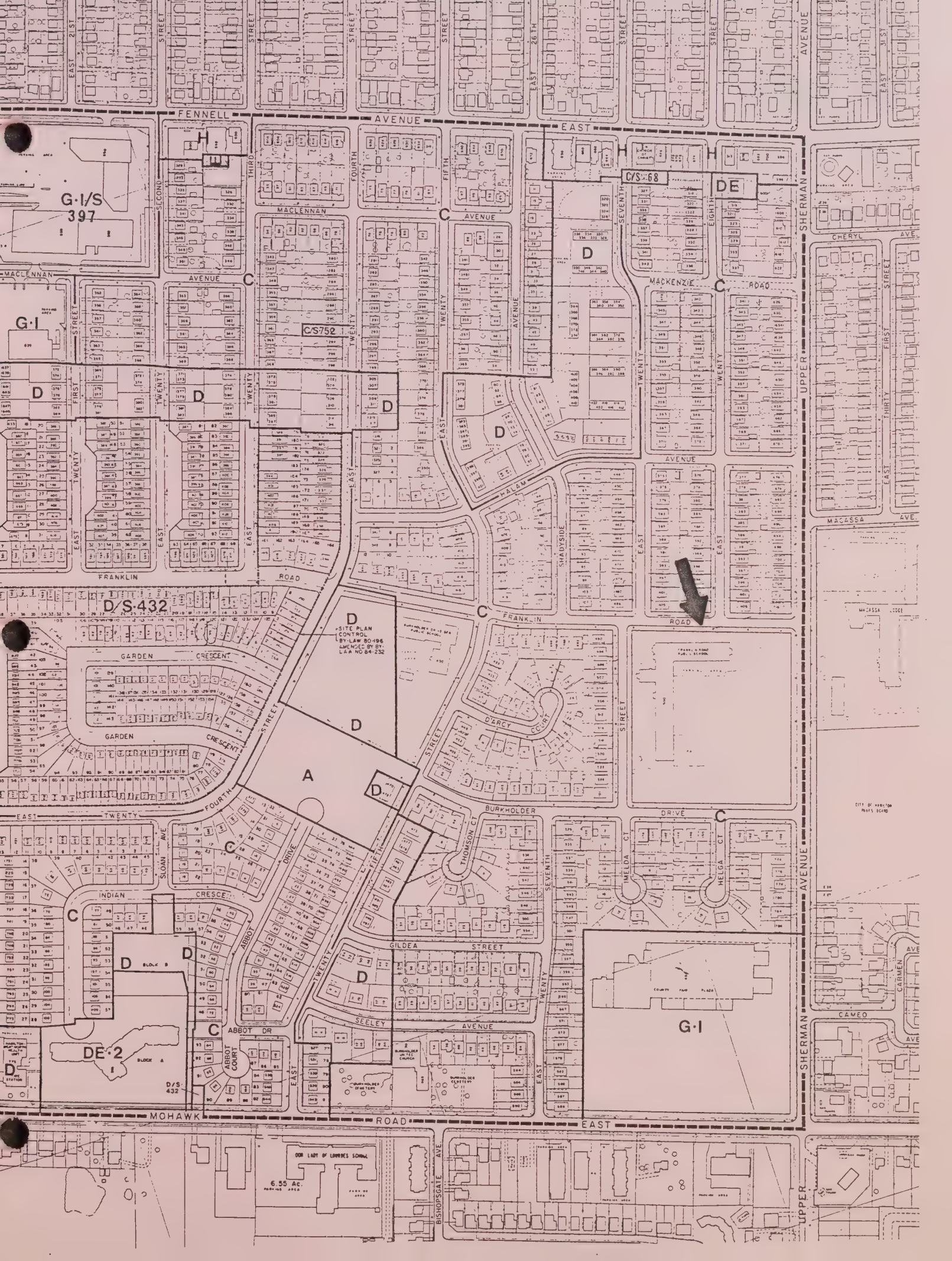
Sufficient funds have been provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Board of Education for the City of Hamilton has requested that a School Bus Loading Zone be provided on Franklin Road to service buses at Franklin Road Elementary School. Traffic Department staff have contacted Mr. F. Kovacs, the Principal of the school, to review his concerns and determine what course of action is required.

The school does not currently have any on-street or off-street school bus loading facilities. A single mini van transporting 10 to 15 students is currently the only vehicle used to bus children. Commencing this September, Franklin Road Elementary School will be accepting students who live outside the required walking area and they will have to be bussed to school. As a result, larger standard school buses will be used in the Fall. In consultation with the school Principal it was decided that sufficient curb side space should be allocated for two buses.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Franklin in this area, thus there will be no impact on the neighbouring residential properties. Typically, much of the curb side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of school children is taking place on Franklin, the Traffic Department concurs with the request.



G-1/S
397

G-1

CS-752

C/S-68

DE

D/S-432

D
SITE PLAN
CONTROL
BY LAW 90-196
AMENDED BY
L.A. NO 84-232

G-1

DE-2

6.55 AC.
PARKING AREA

2(c)(i)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 21
T103 23 (1) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: City of Hamilton
Fit Day Run and Roll May 27, 1992

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing:

The application of S. Merlo-Orzel, agent for the City of Hamilton Culture & Recreation Department, to close Hunter Street West from James Street to Bay Street, on Wednesday May 27, 1992, from 6:00 pm to 8:00 pm, for the City of Hamilton Fit Day Run and Roll, subject to the following conditions:

- i) That approval from Regional Police Services be received prior to consideration by Council of an application for a complete closure;
- ii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- iii) That all barricading be supplied by and at the expense of the applicant;
- iv) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department on the affected roadways, if deemed necessary by the Commissioner of Transportation/Environmental Services;
- v) That no property owner or resident within the barricaded area be denied access to their property upon request;

Cont'd...

City of Hamilton
Fit Day Run and Roll May 27, 1992

Cont'd...

- vi) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

be approved.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Regional Police Services Special Duty Officer costs will be \$4378.50 for thirty-four Officers, one Sergeant and one Staff Sergeant. City of Hamilton Traffic Department costs will be \$150 for the installation and removal of a Temporary Road Closure sign. The total cost of \$4528.50 will be drawn from Regional accounts for special events in the Region.

BACKGROUND:

The City of Hamilton Culture and Recreation Department has requested permission to close Hunter Street West from James Street to Bay Street in order to hold a "Fit Day Run & Roll". This is the first time for this type of event in the City of Hamilton where runners will be on the same course as the roller blade participants.

The event will start in front of City Hall on Main Street at 6:30 pm and the participants will proceed easterly on Main Street to Sanford Avenue, north to King Street, westerly to Wellington Street, south to Hunter Street, and finishing on Hunter Street at the entrance to the second level of the City Hall parking lot.

The applicant has asked for and received permission from the Property Department for the use of the second level parking lot for demonstration purposes. A sign will be erected prior to the event to inform the public and staff that the parking lot will not be available for parking that evening.

Cont'd...

-Page 3-
1992 May 21

City of Hamilton
Fit Day Run and Roll May 27, 1992

Cont'd...

Regional Police Services have investigated the proposed route and indicate that they will man the intersections along the route to ensure the safety of the participants. This will involve the use of thirty-four Officers, one Staff Sergeant and one Sergeant. The officers must be guaranteed a minimum of three hours work requiring a total cost of \$4528.50.

The Traffic Department will erect one Temporary Street Closure sign on Hunter Street informing the public of the temporary closure at a cost of \$150.

Hamilton Street Railway have informed us that although Hunter Street is a bus route, a detour route can be developed with minor inconvenience to the bus users and therefore, no charges will be incurred.

Since we have received no objections to this event and Council has approved similar events in the past, this Department will support the event.

JKC:kk

cc: M. Main, Director, City of Hamilton Traffic Department
cc: Staff Sgt. Heddle, Regional Police, Traffic Division
cc: J. Pavelka, Acting C.A.O, City of Hamilton
cc: D. Lobo, Acting Director, City of Hamilton Public Works Department
cc: S. Merlo-Orzel, City of Hamilton Culture and Recreation Department
cc: D. Vyce, Director of Property

2(c)(ii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 26
T103 23 (5) J.K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Presbyterian Church Reception
Jackson Street West, June 7, 1992

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing:

The request of Rev. W. K. Pottinger, agent for the Presbyterian Church in Canada (St. Paul's Presbyterian Church, 70 James Street South, Hamilton L8P 2Y8) to close Jackson Street West between James Street and MacNab Street, on Sunday June 7, 1992, from 7:00 pm to 11:00 pm, for an outdoor reception, subject to the following conditions:

- i) That approval from Regional Police Services be received prior to consideration by Council of an application for a complete closure;
- ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- iv) That all barricading be supplied by and at the expense of the applicant;
- v) That advance temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Commissioner of Transportation/Environmental Services;

Cont'd...

Presbyterian Church Reception

Cont'd...

- vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Region and at the expense of the event organizer;
- vii) That no property owner or resident within the barricaded area be denied access to their property upon request;
- viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Presbyterian Church in Canada is planning to hold an outdoor reception on Sunday June 7, 1992 from 7:00 pm to 11:00 pm and has requested the closure of Jackson Street between James and MacNab. The closure will allow the congregations of St. Paul's Presbyterian and James Street Baptist Church to hold their celebration.

The municipal departments circularized indicate that they have no objections and that no costs will be incurred. The Hamilton Street Railway will detour the Bayfront bus which normally travels along Jackson Street in the subject closure area. This detour is considered to be a minor inconvenience.

Based on the above information this Department has no objection to the closure.

JKC/cb

cc: M. Main, Director, City of Hamilton Traffic Department
cc: Staff Sgt. Heddle, Regional Police, Traffic Division
cc: J. Pavelka, Acting C.A.O., City of Hamilton
cc: D. Lobo, Acting Director, City of Hamilton Public Works Department

2(c)(iii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 20
T103-23 (6) J.K. Clairmont

MAY 25 1992

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT:

Boy Scout/Girl Guide Parade

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing:

The application of L. Ellis, agent for the Boy Scouts of Canada (375 James St. S., Hamilton, L8P 3B9) to close MacNab Street South from Main Street to Jackson Street and Jackson Street from MacNab Street to City Hall parking lot, on Saturday, May 30, 1992 from 8:00am to 12:00 noon for the annual Boy Scout/Girl Guide Parade be approved, subject to the following conditions:

- i) That approval from Regional Police Services be received prior to consideration by Council of an application for a complete closure;
- ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
- iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- iv) That all barricading be supplied by and at the expense of the applicant;
- v) That advance temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Commissioner of Transportation/Environmental Services;

Continued ...

Boy Scout/Girl Guide Parade

Continued ...

- vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Region and at the expense of the event organizer;
- vii) That no property owner or resident within the barricaded area be denied access to their property upon request; and,
- viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services;



E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from L. Ellis, agent for the Boy Scouts of Canada, to hold a parade in Hamilton on Saturday, May 30, 1992 from 8:45am to 11:45am. The route consists of a full closure of Main Street West from Locke Street to MacNab Street, travelling south on MacNab to Jackson Street with the parade dispersing in City Hall parking lot.

Regional Council on April 7, 1992 approved the Policy for Special Events on Regional Roads, specifying that all events requiring a full road closure in the City of Hamilton downtown core (bounded by and including Bay Street, Wellington Street, Wilson Street and Main Street) be held on Sundays or holidays unless approved by Council at least eight weeks prior to the event. However, Council did make provision for Saturday

Continued ...

- page 3 -
May 20, 1992

Boy Scout/Girl Guide Parade

Continued ...

events felt to be in the interest of the community, provided a report is submitted by this Department indicating that the applicant is unable to move the event to an alternate day.

The Boy Scouts indicated that holding the parade on a Sunday was contrary to their philosophy of considering Sunday the Lord's Day and therefore requested and received said permission from Regional Council on April 7, 1992.

Regional Police Services inform us that their costs for this event are \$3,368. to provide 24 Officers and 1 Sergeant to ensure the event is properly controlled. The Hamilton Street Railway cost of \$1,492.12 is for an advertisement, 3 additional buses and 3 Inspectors. A G.S.T. cost of \$44.80 for the ad must be included for a Hamilton Street Railway total charge of \$1,536.92. The City of Hamilton Traffic Department costs of \$300 are for the installation of 2 "Temporary Road Closure" signs.

Since the affected departments have indicated support for this event with the revised route and since it will not impact as greatly on the downtown area, this Department supports the request. Due to the timing of the event, approval was given by the Commissioner to temporarily close MacNab Street and Jackson Street.

JKC:tlj

cc: M. Main, City of Hamilton Traffic Department
cc: Staff Sgt. Heddle, Regional Police, Traffic Division
cc: J. Pavelka, Acting C.A.O., City of Hamilton
cc: D. Lobo, Acting Director, City of Hamilton Public Works Department

CITY OF HAMILTON
- RECOMMENDATION -

2(c)(iv)

DATE: 1992 June 12
T103 23 (4) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Neighbourhood Block Parties
Sunday June 14, 1992

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing:

The applications of the following agents to temporarily close portions of the following City of Hamilton streets to hold Neighbourhood Block Parties on Sunday June 14, 1992;

P. Berquist (26 Roanoke Road, Hamilton) Roanoke Road (1:00 p.m. to 10:00 p.m.)

G. Booth (2 Oak Knoll Drive, Hamilton) Dalewood Crescent between Paisley and Oak Knoll (5:00 p.m. to 9:00 p.m.)

C. Cole (217 Park Row South, Hamilton) Park Row South between Lawrence and Justine (1:30 p.m. to 10:00 p.m.)

J. Rumble (965 Montclair Ave. Hamilton) Montclair Avenue between Grosvenor and Balmoral (1:00 p.m. to 6:00 p.m.)

C. Macleod (38 Fairleigh Ave. N. Hamilton) Fairleigh Avenue North between Wilson and King (1:00 p.m. to 6:00 p.m.)

L. Smith (97 Arkell Street, Hamilton) Arkell Street between Paisley and Newton (12:30 p.m.-3:30 p.m.)

subject to the following conditions:

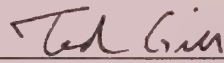
- i) That approval from Regional Police Services be received;
- ii) That the applicant obtain public liability insurance, from the City of Hamilton;
- iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;

Cont'd...

Neighbourhood Block Parties

Cont'd...

- iv) That all barricading be supplied by and at the expense of the applicant;
- v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Commissioner of Transportation/Environmental Services;
- vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Region and at the expense of the event organizer;
- vii) That no property owner or resident within the barricaded area be denied access to their property upon request;
- viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Applications were received from several organizations to hold neighbourhood block parties on June 14, 1992. These events were held in conjunction with the Canada 125 Celebration and block parties took place across the country on that day.

Cont'd...

Neighbourhood Block Parties

Cont'd..

As these parties were promoted as Canadian cultural celebrations, The City of Hamilton through the Culture and Recreation Department insured all applicants holding parties on June 14, 1992.

As all affected home owners had signed petitions in favour of neighbourhood parties on their street, and as there were no objections voiced by municipal departments, this Department approved of these events.

NY MJP:ls

cc: Staff Sgt. M. Heddle, Regional Police Services
cc: D. Lobo, Acting Director of Public Works
cc: M.F. Main, Director of Traffic Services
cc: S. Merlo-Orzel, Culture and Recreation

2(e) (v)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 27
T108-03 C. Beitz

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Proposed Private Crossing Agreement
Beach Road Railway Crossing, East of Kenilworth Avenue,
CN/CP Industrial Lead

RECOMMENDATION:

- a) That the City grant a licence agreement to Westinghouse Canada Inc. for a right of way to permit pedestrian and vehicular access between the Westinghouse parking lot and Beach Road (over land designated as Parts 1, 2, 3 and 4, Plan No. 62R-9714) provided Westinghouse Canada Inc. enter into an agreement satisfactorily to the City Solicitor, incorporating the following terms:
- i) That the agreement may be ended by either party on 90 days written notice;
 - ii) That the right of way be subject to Westinghouse Canada Inc. entering into a Private Crossing Agreement with CN Rail for permission to cross the rail line passing through the former Beach Road road allowance at mileage 0.36 Firestone Lead HB Mileage 43.37 Grimsby Subdivision;
 - iii) That Westinghouse Canada Inc. agrees to indemnify the City and to provide liability insurance naming the City of Hamilton as an additional insured in an amount not less than 3 million dollars;
 - iv) That the required agreement form part of the Westinghouse Canada Inc. Private Crossing Agreement with CN Rail and the Region of Hamilton-Wentworth.



E. M. Gill, P. Eng.

Cont'd...

-Page 2-
1992 May 27

**Proposed Private Crossing Agreement
Beach Road Railway Crossing, East of Kenilworth Avenue,
CN/CP Industrial Lead**

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Beach Road closure was approved by City Council on October 25, 1988, being Item 7 of the 15th Report of the Transport and Environment Committee. With the closure of Beach Road, the Region assumed the signal maintenance and road maintenance cost of the railway crossing formally paid by the City of Hamilton.

In return, the City of Hamilton is granting the licence agreement recommended above to permit Westinghouse Canada Inc. to use the closed Beach Road for access from the Westinghouse parking area to the remaining open portion of Beach Road. Under the proposed licence agreement, Westinghouse Canada Inc. will receive the permission of the City of Hamilton to use the closed Beach Road on condition that Westinghouse Canada Inc. agrees to indemnify and insure the City of Hamilton.

On June 17, 1986 Regional Council in adopting Section 33 of the 12-86 Report of the Engineering Services Committee, approved the following:

That the Commissioner of Transportation/Environmental Services be authorized and directed to make application to the City of Hamilton to close Beach Road at the westerly limit of the CNR/TH&B (now CP) Industrial Lead (Firestone Lead) east of Kenilworth Avenue and that upon closure of the road and once Westinghouse Canada has entered into a Private Crossing Agreement with CNR, the Region be responsible for all future crossing maintenance, including signal maintenance, estimated at \$2,000.

The Region determined that it would be prudent to close the crossing to the public and request Westinghouse to enter into a private crossing agreement with CNR. The Region is responsible for the ongoing crossing surface and signal maintenance which was formerly chargeable to the City.

 CWB:kk

cc: P. Noe Johnson, City Solicitor
Att: D. A. Powers

2(c)(vi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: June 12, 1992
S610-03 L. MacNeil

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION:

- a) That the following City lands be incorporated into the street as noted in Schedule 'A':

Greenhill Avenue	Part 3,	Plan W.H.R. -89
Harbour Front Drive	Parts 1, 5, 14 20, 21, and 25	Plan 62R-12134
Chedmac Drive	Parts 1-17 (incl) 26, 27, 28 & 29	Plan 62R-12060
Millwood Place	Part 2,	Plan 62R-11979
Public Walkway	Part 4,	Plan 62R-11979
Fieldway Drive	Parts 2,3,6,8,10, 12,14,17 & 20 Parts 3 & 5	Plan 62R-11050 Plan 62R-11929
Donn Avenue	Part 14,	Plan 62R-9499
Acadia Drive	Parts 1,13 & 28	Plan 62R-11096


- b) That the By-Law attached to this report to carry out the incorporation of the said lands into the foregoing street be enacted by Council.

Cont'd

- page 2 -
June 12, 1992

Cont'd

- c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.



E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A
Cont'd

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated below.

SCHEDULE "A"

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Greenhill Avenue	Part of Lot 71, Plan 62M-3, designated as Part 3, W.H.R. -89	N/A	To incorporate lands acquired for daylighting purposes	S610-03
Harbour Front Drive	Parts of R.P. 127 designated as Parts 1,5,14,20, 21 & 25, 62R-12134	N/A	To provide access from Bay Street to Water Front Pumping Station & C.N.R. lands	S610-03

Cont'd

- page 3 -
June 12, 1992

Cont'd

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Chedmac Drive	Parts of Lot 57, Con. 2, designated as Parts 1-11 (incl.) Parts 26,27,28 and part of Part 29, Parts of Lots 56 & 57, Con. 2, designated Parts 12,13 & 14, parts of Lot 56, Con. 2, designated as Parts 15,16 & 17, Plan 62R-12060 (in the former geographic Twp. of Ancaster) and part of Lots 238, 239, 240 & 241, R. P. No. 575, designated as part of Part 29, Plan 62R-12060.	N/A	To provide access to & from the hospital grounds & the proposed civic arena to Rice Avenue	S610-03
Millwood Place	part of Lot 11, Con. 6 (former geographic Twp. of Barton) and Reserve "B", R.P. No. 1209, designated as Part 2, Plan 62R-11979	N/A	To provide access & hook-up between Millwood Place as established by R.P. No. 1209, and By-Law No. 9860 (Registered as Inst. #216418 H.L.) and Fieldway Drive (soon to be established by By-Law).	S610-03
Public Walkway	Part of Lot 11, Con 6. (former geographic Twp. of Barton), designated as Part 4, Plan 62R-11979	N/A	To provide public pedestrian access between Parts 3 & 5, Plan 62R-11939, (said parts soon to be incorporated into Fieldway Drive).	S610-03

Cont'd

- page 4 -
June 12, 1992

Cont'd

<u>Incorporating into Street Name</u>	<u>Description of Lands being Incorporated</u>	<u>Financial Implications</u>	<u>Reason for being Incorporated</u>	<u>File No.</u>
Fieldway Drive	Parts of Lot 11, Con. 6 (former geographic Twp. of Barton), designated as Parts 2,3,6,8,10,12, 14,17 & 20, Plan 62R-11054 and Parts 3 & 5, 62R-11929	N/A	To provide access & hook-up between Fieldway Drive as established by R.P. 1209 and By-Law No. 72-111 (Registered as Inst. No. 245428 A.B.) with Millwood Place (soon to be established by By-law).	S610-03
Donn Avenue	Part of Lot 24, Con. 2 (former geographic Twp. of Saltfleet), designated as Part 14, Plan 62R-9499	N/A	To provide access from Part 13, 62R-9499 to Donn Avenue as established by By-Law No. 90-173 (Registered as Inst. No. 53753).	S610-03
Acadia Drive	part of Lots 3 & 4 R.P. 909, designated as Parts 28 & 1 (resp) Plan 62R-11096, and part of Lot 9, Con. 8 (former geographic Twp. of Barton), designated as Part 13, 62R-11096	N/A	To provide to Acadia Drive as established by By-Law No. 91-8 (Registered as Inst. No. 074591)	S610-03

/ljm
Encl.

cc: Mr. J. J. Schatz, City Clerk
Att: B. Carter (encl.)
cc: Mr. F. Angelici, Planning Department

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE 14, PLAN 62R-12134, PART 5,
PLAN 62R-12134, PART 1, PLAN 62R-12134, AND
PART 21, PLAN 62R-12134 INTO HARBOUR FRONT DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Harbour Front Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Harbour Front Drive.

Firstly

Part of Lots 2,3,4,5,7 & 8, Block 33, Part of Lots 2 and 3, block 34, and part of Marsh Street (Closed by City of Hamilton By-Law No. 67283, registered as Inst. 67867 A.B.), designated as Part 14, Plan 62R-12134.

Secondly

Parts of Simcoe Street lying west of Bay Street (Closed by City of Hamilton By-Law 92-133, registered as Inst. No. 119657 (92), designated as Part 5, Plan 62R-12134.

Thirdly

Part of Lots 6,7,8,9,10 and 11, Block 35, designated as Part 1, Plan 62R-12134

All in Registered Plan No. 127, and

Fourthly

Part of the Water Lot in front of Block 34, designated as Part 21, Plan 62R-12134.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PART 3, PLAN W.H.R. -89
INTO GREENHILL AVENUE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Greenhill Avenue by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Greenhill Avenue.

Parcel 71-4
Section M-3

Part of Lot 71, Plan M-3, designated as Part 3 on Plan W.H.R. -89.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

Being part of the Parcel.

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PARTS 1 TO 11 (incl.), & PARTS 26,
27 & 28, PLAN 62R-12060, PARTS 12,13,14, PLAN
62R-12060, PARTS 15,16,17, PLAN 62R-12060 AND
PART 29, PLAN 62R-12060 INTO CHEDMAC DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Chedmac Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Chedmac Drive.

Firstly

Parts of Lot 57, Concession 2, designated as Parts 1 to 11 (inclusive) and Parts 26, 27 and 28, Plan 62R-12060,

Secondly

Parts of Lots 56 and 57, Concession 2, designated as Parts 12,13 and 14, Plan 62R-12060,

Thirdly

Parts of Lot 56, Concession 2, designated as Parts 15,16 and 17, Plan 62R-12060, and

Fourthly

Part of Lots 238, 239, 240 and 241, Registered Plan No. 575 and part of Lot 57, Concession 2, designated as Part 29, Plan 62R-12060.

All in the former geographic Township of Ancaster

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PART 2, PLAN 62R-11979
INTO MILLWOOD PLACE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Millwood Place by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Millwood Place.

Part of Lot 11, Concession 6, (former geographic Township of Barton) and Reserve "B", Registered Plan No. 1209, designated as Part 2, Plan 62R-11979.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PART 4, PLAN 62R-11979
INTO PUBLIC WALKWAY

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as public walkway by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of public walkway.

Part of Lot 11, Concession 6, (former geographic Township of Barton) designated as Part 4, Plan 62R-11979.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PARTS 28 & 1, PLAN 62R-11096
AND PART 13, PLAN 62R-11096 INTO ACADIA DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Acadia Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Acadia Drive.

Firstly

Part of Lots 3 and 4, Registered Plan No. 909, designated as Parts 28 and 1 (respectively), Plan 62R-11096, and

Secondly

Part of Lot 9, Concession 8, (in the former geographic Township of Barton), designated as Part 13, Plan 62R-11096.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

26Xviii

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 11
T103 23 (5) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee


FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Earthsong Festival

RECOMMENDATION:

That the application of W. Powell, agent for the Earthsong Festival (401 Main Street West, Hamilton L8P 1K5) to temporarily close Longwood Road between Franklin and the Princess Point entrance from Wednesday July 1, 1992 at 12:00 noon to Sunday July 5, 1992 at 11:00 pm, to hold the annual Earthsong Festival, be approved, subject to the following conditions;

- i) That approval from Regional Police Services be received prior to a complete closure;
- ii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
- iii) That all barricading be supplied by and at the expense of the applicant;
- iv) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department on the affected roadways, if deemed necessary by the Commissioner of Transportation/Environmental Services;
- v) That no property owner or resident within the barricaded area be denied access to their property upon request;
- vi) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.



E. M. Gill, P. Eng.

Cont'd...

Earthsong Festival

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Regional Police Services indicate a total cost of \$1,786 to be drawn from the Regional account for special events.

BACKGROUND:

W. Powell, agent for Creative Arts Inc., organizers of Earthsong, has submitted an application requesting permission to close Longwood Road from Franklin Road to the entrance area of Princess Point, from 12:00 noon on Wednesday July 1, 1992 to 11:00 pm on Sunday July 5, 1992.

This is an annual event in the City and attracts thousands of people.

The Culture and Recreation Department has given their approval for the use of Princess Point. The Special Events Advisory Team has met with the applicant and the members are satisfied that the festival can meet all City requirements.

Regional Police Services have submitted costs of \$1,786. for the one officer required each day of the five day event. There will be no further departmental costs.

Since no objections to this event have been received and Regional Police Services indicate the proper detour routes can be provided, this Department is in favour of the event.

MJP:ja

cc: Staff Sgt. M. Heddle, Police Services
cc: S. Merlo-Orzel, Culture and Recreation
cc: D. Lobo, Acting Director of Public Works

2(c)(viii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 12
T103 23 (5) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Communita Racalmutese Maria S.S. Delmonte
Street Closure for Fireworks Display

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing:

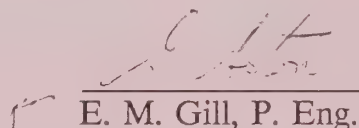
- a) The request of A. Castellino and B. Giglia, agents for the Communita Racalmutese Maria S.S. Delmonte (P.O. Box 83005, Jamesville, Hamilton), to close Ferguson Avenue north of Burlington Street and Dock Service Road from Ferguson Avenue to Catharine Street on Sunday June 21, 1992 from 9:00 p.m. to midnight, for a fireworks display, subject to the following conditions:
- i) That approval from Regional Police Services be received for a complete closure;
 - ii) That the applicant provide proof of \$2,000,000 public liability insurance, naming the City of Hamilton and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;
 - iii) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;
 - iv) That all barricading be supplied by and at the expense of the applicant;
 - v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Commissioner of Transportation/Environmental Services;

Cont'd...

Communita Racalmutese Maria S.S. Delmonte
Street Closure for Fireworks Display

Cont'd...

- vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the Region and at the expense of the event organizer;
- vii) That no property owner or resident within the barricaded area be denied access to their property upon request;
- viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.


E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Regional Police Services had costs of \$474, drawn from the Regional account for special events.

BACKGROUND:

A request was received from A. Castellino and B. Giglia, agents for the Communita Racalmutese Maria S.S. Delmonte, to close Ferguson Avenue north of Burlington Street and Dock Service Road from Ferguson Avenue to Catharine Street for a fireworks display. The closures were required to ensure the safety of the public and took place from 9:00 p.m. to midnight on Sunday June 21, 1992.

Regional Police Services required 4 officers at a cost of \$474. No other municipal departments incurred costs as a result of this event.

As Regional Police Services provided for the safety of the participants and as no other municipal departments were opposed, this Department was in favour of the event.

 MJP:kk

cc: M. Main, Director, City of Hamilton Traffic Department
cc: Staff Sgt. Heddle, Regional Police, Traffic Division
cc: D. Lobo, Acting Director, City of Hamilton Public Works Department
cc: S. Merlo-Orzel, Culture and Recreation

2(c)(ix)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 March 2
T103-14 L.Ryan

REPORT TO: K.Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director

SUBJECT: Annual Overload Permit
Earl Paddock Transportation Inc.

RECEIVED

MAR 24 1992

CITY CLERKS

RECOMMENDATION:

- a) That in accordance By-Law 89-72, that Earl Paddock Transportation Inc. be given an Annual Overload Permit for the year 1992 for two (2) tractor trailers to travel upon Depew Street and Burland Crescent; and
- b) That 18% of the carrying fee of \$2,667.00 or \$480.00 be credited to City Account No. 25827011 (Overload Permit Fees) and that 82% or \$2,187.00 be credited to Regional Account No. 46025-301502.

E.M. Gill

E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Two (2) vehicles carrying ten (10) tonnes overload each at the 1992 \$131.00 overload charge per tonne results in a carrying fee of \$2,667.00. An administrative charge of \$47.00 is included in this fee. Of this total 18% or \$480.00 relates to City streets and 82% or \$2,187.00 relates to Regional roads.

Cont'd...

-page 2-
March 2, 1992

**Annual Overload Permit
Earl Paddock Transportation Inc.**

Cont'd...

BACKGROUND:

We have received a request from Earl Paddock Transportation Inc. for an Annual Overload Permit for two (2) tractor trailer units to haul steel coils from Stelco along Depew Street, Industrial Drive, Burlington Street, Parkdale Avenue and Burland Crescent. A maximum of ten (10) overload trips per day will be made.

We have reviewed the vehicles and in accordance with By-Law No. R89-72 and the related current regulations of the Highway Traffic Act, find that the overloads and the related permit fee is as follows:

Two (2) vehicles-ten (10.0) tonnes overload each at \$131.00 per tonne plus a \$47.00 administrative charge = \$2,667.00.

MLR/cb

cc: R. Pietroniro, Regional Finance
cc: R. Hayes, City Treasury

CITY OF HAMILTON

2(P)(i)

- RECOMMENDATION -

DATE: 1992 June 11

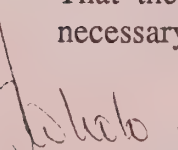
REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo,
Acting Director of Public Works

SUBJECT: Proposed Construction of an Independent
Concrete Curb on the East Side of
Upper Kenilworth Avenue Between
Landron Avenue and Limeridge Road

RECOMMENDATION:

- That the construction of an independent concrete curb on the east side of Upper Kenilworth Avenue from Landron Avenue to Limeridge Road proceed as a Local Improvement pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of forty-six thousand, one hundred dollars (\$46,100.) as provided in the 1992 portion of the 1992 to 2001 Capital Budget with a City's share of forty-six thousand, one hundred dollars (\$46,100.); and,
- b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project; and,
- c) That the Senior Director of Roads be authorized to construct these works once all of the necessary approvals have been received.



D. Lobo,
Acting Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Provision has been made for these works in the 1992 to 2001 Capital Budget. This project will reduce the funds available in the City's Share to \$471,546.06 and the Gross Cost to \$1,023,600.00.

BACKGROUND:

The Parks Division of the Public Works Department has requested the construction of an independent concrete curb on the east side of Upper Kenilworth between Landron Avenue and Limeridge Road to provide better control for parking in this area and to allow for the completion of landscaping on the road allowance up to the new curb line. The location of the proposed project is shown on the attached plan.

RPM:bk
Attch.

cc: A. Ross, City Treasurer
Treasury Department
ATTN: N. Adhya, Manager of Budgets

G. Lawson, Commissioner
Finance Department

A. Georgieff, Director
of Local Planning

R. Chrystian, Manager
of Parks Division - Public Works Department
ATTN: D. Cowan, Superintendent

E. M. Gill, Senior Director
Roads Department

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 12

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Proposed Construction of Concrete Sidewalks:
1) West side of West 33rd Street at the west end of Elmwood Avenue
2) East end of South Bend Road East (north side) at the north end of Holt Avenue

RECOMMENDATION:

- a) That the construction of a concrete sidewalk on the west side of West 33rd Street at the west end of Elmwood Avenue and at the east end of South Bend Road East (north side) at the north end of Holt Avenue proceed as Local Improvements pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of two thousand five hundred dollars (\$2,500) and two thousand eight hundred and sixty (\$2,860) respectively as provided in the 1992 portion of the 1992 to 2001 Capital Budget with a City's Share of two thousand five hundred (\$2,500) and two thousand eight hundred and sixty (\$2,860) respectively and no Owner's Share for both projects; and
- b) That the Finance and Administration Committee be requested to recommend a source of funds for these Capital Projects; and
- c) That the Director of Public Works be authorized to construct these works once all of the necessary approvals have been received.

per Doug Gasque

D. Lobo
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Provision has been made for these works in the 1992 to 2001 Capital Budget.

These projects will reduce the balance available in the City's share to \$466,186.06 and in the Gross Cost to \$1,018,240.00

BACKGROUND:

Requests from the public have been received for the construction of the sidewalks at both locations shown on the attached plans. The construction of approximately 24m of sidewalk on West 33rd Street will provide a safe walking surface for school children from Holbrook Public School as there are presently pedestrian/vehicle conflicts between them and parents in cars dropping off their children at the west end of Elmwood Avenue.

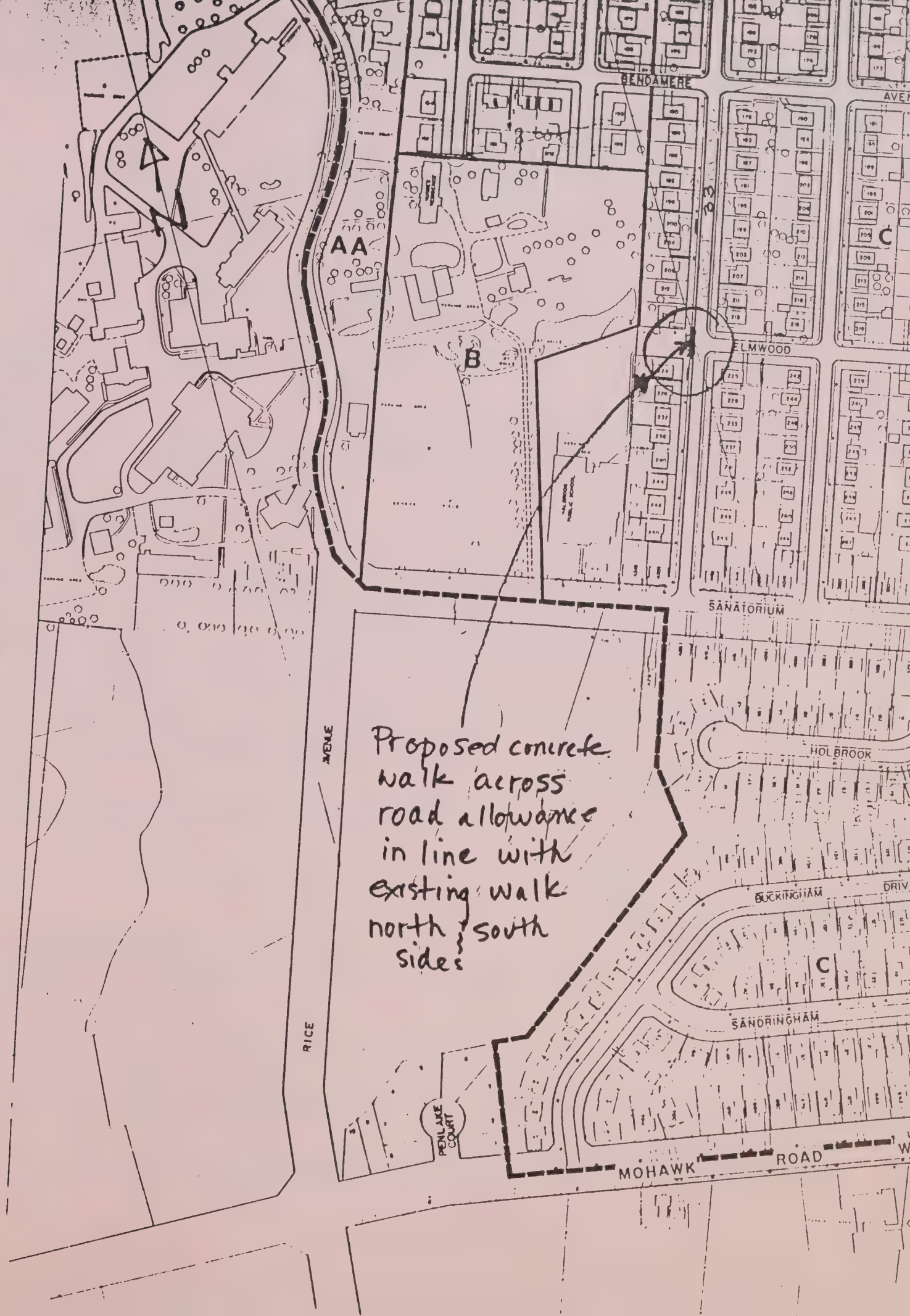
The construction of approximately 28m of sidewalk on the north side of South Bend Road East will complete the link between the existing sidewalk and the asphalt path between Holt Avenue and Upper Wentworth Street. Since both of these projects abut City lands there is no owner's share involved.

RPM:jh
Attch.

c.c. A. Ross, City Treasurer
Treasury Department
Att: N. Adhya, Manager of Budgets

c.c. G. Lawson, Commissioner
Finance Department

c.c. V. Abraham, Director
Local Planning



Proposed concrete
walk across
road allowance
in line with
existing walk
north & south
sides

AA

B

C

HOLBROOK

SANDRINGHAM

MOHAWK

ROAD

BENDAMERE

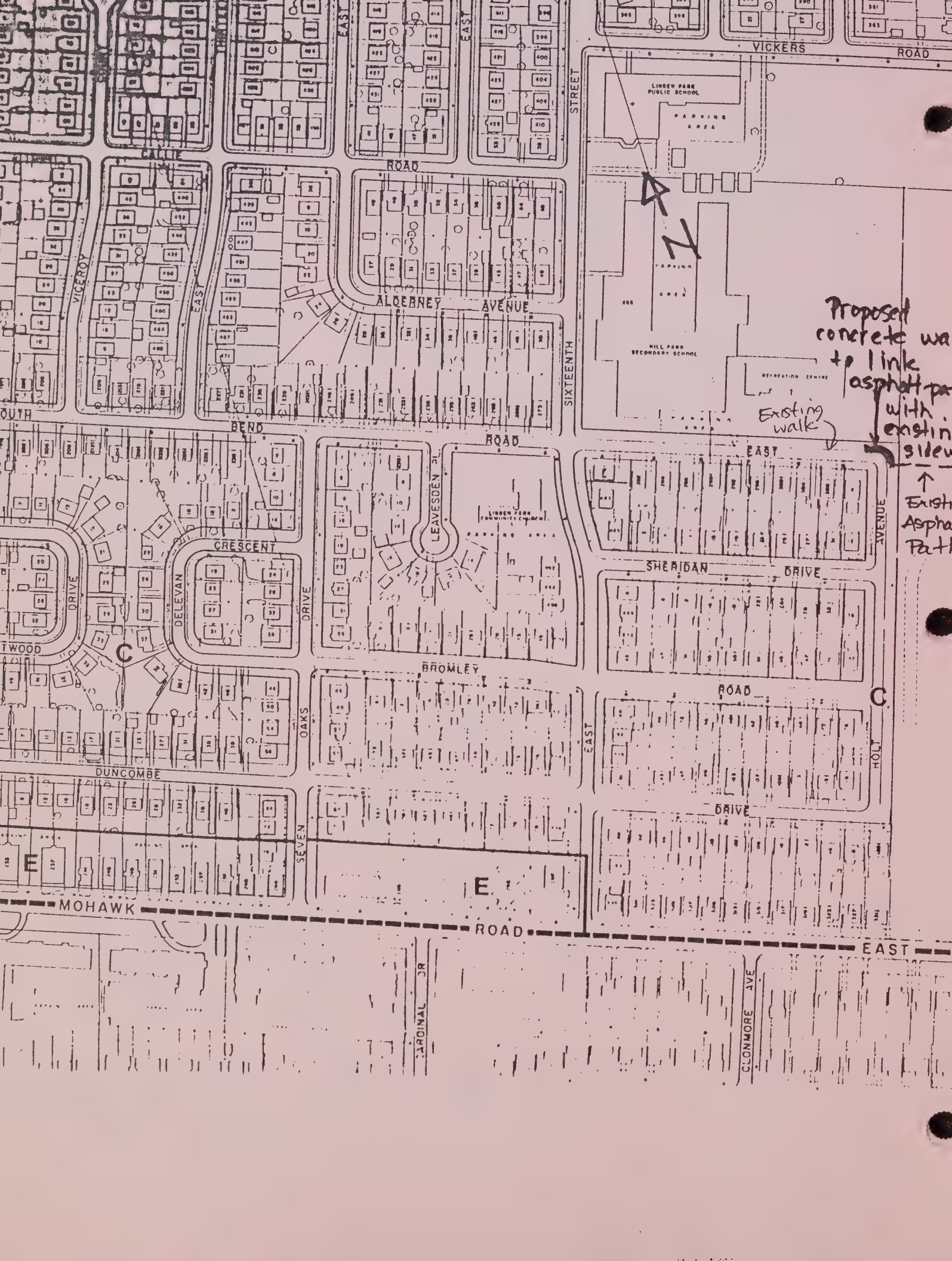
SANATORIUM

ELMWOOD

RICE AVENUE

PENALTY COURT

HILLBROOK PUBLIC SCHOOL



CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 12

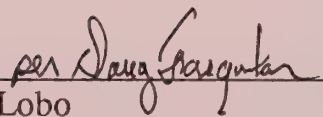
REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Proposed Construction of Concrete Sidewalks on both
sides of Scenic Drive between Denlow Avenue and Upper
Paradise Road

RECOMMENDATION:

- a) That the construction of concrete sidewalks on both sides of Scenic Drive from Denlow Avenue to Upper Paradise Road proceed as a Local Improvement pursuant to Section 12 of the Local Improvement Act at an estimated gross cost of \$101,227.20 as provided in the 1992 portion of the 1992 to 2001 Capital Budget with a City's share of \$3,657.60 and an Owner's Share of \$97,569.60; and
- b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital Project; and
- c) That the Senior Director of Roads be authorized to construct these works once all of the necessary approvals have been received.



D. Lobo
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Provision has been made for these works in the 1992 to 2001 Capital Budget.

This project will reduce the balance available in the City's Share to \$462,528.46, the Owner's Share to \$454,484.34 and in the Gross Cost to \$917,012.80.

BACKGROUND:

The Region is proposing the narrowing and reconstruction of Scenic Drive at the above-noted location as shown on the attached plan. Scenic Drive has been identified as a bicycle route in the Regional Bicycle Network Study. The proposal to narrow the road from the existing four-lane width to two lanes with a centre lane for turns will accommodate the cyclists and vehicular traffic.

It would be prudent to initiate the construction of sidewalks on both sides to provide a safe walking surface for pedestrians. The property owners will be charged \$80.00 per metre of frontage or actual cost, whichever is less.

RPM:jh
Attch.

c.c. A. Ross, City Treasurer
Treasury Department
Att: N. Adhya, Manager of Budgets

c.c. V. Abraham, Director
Local Planning

c.c. E. M. Gill, Senior Director
Roads Department

This is a detailed street map of a residential area in Montreal, Quebec, Canada. The map shows a grid of streets including Avenue, Street, and Drive. Key features include a large park area labeled 'COLOMBIUM PARK' and several residential blocks labeled 'B' and 'B-1'. The map is oriented with North at the top. A legend in the top right corner indicates 'LEGEND' and 'PROPOSED'.

2(Exi)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 14

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. J. Avery
Assistant Manager of Purchasing

SUBJECT: CONCRETE CUTTING AND ASPHALT PLANING
DURING 1992, 1993 AND 1994, PUBLIC WORKS
DEPARTMENT

RECEIVED

MAY 14 1992

CITY CLERKS

RECOMMENDATION:

- a) That purchase orders be issued as follows for concrete cutting and asphalt planing as and when required during 1992, 1993 and 1994 by the Public Works Department, being the lowest acceptable tenders received, in accordance with specifications issued by the Manager of Purchasing and Vendors's tenders, and that these expenditures be financed through various approved accounts:

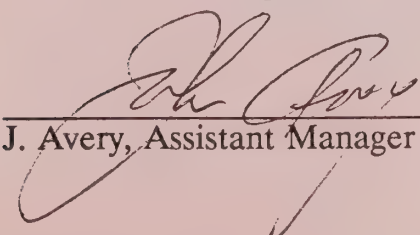
<u>Concrete Cutting</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>
Bigelow Brothers Construction, Mount Hope	\$ 85.00	\$ 88.00	\$ 90.00
M. G. Nelson Concrete Cutting, Burlington	85.00	90.00	95.00
plus travel time	30.00	35.00	40.00

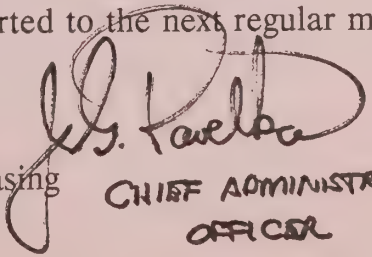
Asphalt Planing

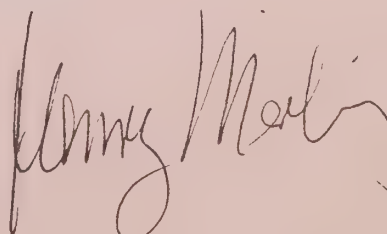
Hard Rock Paving Company Limited, Port Colborne	\$310.00	\$325.50	\$342.00
plus travel time	65.00	68.50	72.00

Hourly rates with GST extra at 7%.

- b) As this work is to commence as soon as possible, the above has been processed through the emergency procedures of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the C.A.O. and that any action taken under this provision to be reported to the next regular meeting of City Council".


J. Avery, Assistant Manager of Purchasing


J. S. Favelle
CHIEF ADMINISTRATIVE
OFFICER


Penny Macklin

**SUBJECT: CONCRETE CUTTING AND ASPHALT PLANING
DURING 1992, 1993 AND 1994, PUBLIC WORKS
DEPARTMENT**

Page 2

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND: Tender Analysis	<u>1992</u>	<u>1993</u>	<u>1994</u>
<u>Concrete Cutting</u>			
Bigelow Brothers Construction, Mount Hope	\$ 85.00	\$ 88.00	\$ 90.00
M. G. Nelson Concrete Cutting, Burlington	85.00	90.00	95.00
plus travel time	30.00	35.00	40.00
Cardeen Construction, Stoney Creek	84.00	88.00	92.00
plus travel time	40.00	45.00	50.00
Graff Diamond Products, Brampton	81.00	87.00	89.00
plus travel time	81.00	87.00	89.00
<u>Asphalt Planing</u>			
Hard Rock Paving Company Limited, Port Colborne	\$310.00	\$325.50	\$342.00
plus travel time	65.00	68.50	72.00
M. G. Nelson Concrete Cutting, Burlington *	100.00	110.00	120.00
plus travel time	50.00	55.00	60.00
Hard Rock Paving Company Limited *	160.00	168.00	175.00
plus travel time	45.00	47.50	50.00

* Units bid do not meet specifications. Hourly rates shown. GST extra at 7%.

Estimated expenditure per year - \$30,000 for Concrete Cutting and \$50,000 for Asphalt Planing.

2(E)(ii)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 17

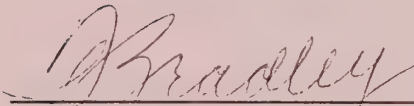
REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: CONSULTING SERVICES, PAVEMENT
MANAGEMENT SYSTEM

RECOMMENDATION:

- a) That a purchase order be issued to Infrastructure Management Services Ltd., Toronto, in the amount of \$206,400 plus applicable taxes for Consulting Services, Pavement Management System being the most acceptable of three proposals received in accordance with specifications issued by the Manager of Purchasing and Vendor's proposal.
- b) That this expenditure be financed through the Road and Sidewalk Reconstruction Programme, Pavement Management System Account No. CF5200 529242038.
- c) That a contract be entered into satisfactory to the City Solicitor.



T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND: Proposal Analysis, including future updates, based on 3,500 tests to be done in the first year

Pavement Management Systems Limited (PMS), Cambridge	\$239,900
Infrastructure Management Services (IMS), Toronto	243,900
Barker Terp Gibson Limited, Markham	508,500

Applicable taxes extra

REPORT TO: Transport and Environment Committee

SUBJECT: CONSULTING SERVICES, PAVEMENT
MANAGEMENT SYSTEM

Page 2

BACKGROUND Cont'd:

The amount of the purchase being recommended is for 5,300 actual tests including reports and software to be received in 1992. The balance for retesting may be done by this company, and the costs are estimated in this contract being \$25,000 in 1992 or 1994 and \$30,500 in 1996 or 1997. These additional costs are not being committed by the City to this contractor at this time.

Staff are recommending the second lowest bid for the following reasons.

1. Compatibility with the Region's current system
2. Time to complete the Project
3. Objectivity of Project

Number of Sections Tested and Equivalent Total Costs

Barker Terp Gibson are recommending testing 405 sections (each 2 km. long). In our opinion, this would not prove to be a representative sample on which to base the Pavement Management System.

PMS and IMS are recommending 3,500 and 5,300 test sections respectively. In order to compare the costs based on an equivalent number of test sections, we have chosen 3,500 sections.

Based on the above costs and including the allowance for updates over a five year period the following costs would apply.

IMS \$206,400 based on 5,300 tests
For 3,500 tests cost is \$188,400
plus \$55,500 for retests (updates)

TOTAL COST \$243,900

PMS \$148,850 based on 3,500 tests
plus \$91,050 for retests (updates)

TOTAL COST \$239,900

REPORT TO: Transport and Environment Committee

SUBJECT: CONSULTING SERVICES, PAVEMENT
MANAGEMENT SYSTEM

Page 3

BACKGROUND Cont'd:

Barker Terp Gibson

\$126,000 based on 450 tests
For 3,500 tests cost is \$464,250
plus \$44,250 for retests (updates)

TOTAL COST \$508,500

Annual Update Cost

The cost to annually update the system over a five year period is as follows:

Barker Terp Gibson recommend the system be updated every second year at a cost of \$17,700 or \$44,250 over a five year period.

IMS advise that an annual update is not necessary, however a sample of roads would be retested in 1993 or 1994 at a cost of \$25,000. In 1996 or 1997 the high volume streets would require retesting at a cost of \$30,500. Total cost is \$55,500 for retesting over a 5 year period.

PMS advise that \$18,210 per year is required or \$91,050 over a five year period.

1. Compatibility with Region's System

The Region has employed the IMS Pavement Management System since 1986 and is totally satisfied with its performance. It would be prudent to utilize the same company to undertake the City's system since it would be compatible with the Region's.

The City Reconstruction Programme involves close co-ordination with the Region's Road, Sewer and Watermain Reconstruction Programmes. By having the same company involved with the two systems it would prove beneficial in the development of the corresponding Roadway Reconstruction Programmes.

The decision to recommend Infrastructure Management Services Ltd. (IMS) is based on consideration of the following:

REPORT TO: Transport and Environment Committee

SUBJECT: CONSULTING SERVICES, PAVEMENT
MANAGEMENT SYSTEM

Page 4

BACKGROUND Cont'd:

2. Time to Complete Project

Infrastructure Management Services	13 weeks
Pavement Management Systems Limited	18 weeks
Barker Terp Gibson Limited	25 weeks

The relatively short time period to complete the project would ensure sufficient time to co-ordinate the preparation of the 1993 Reconstruction Programme for the City streets.

3. Objectivity of Testing

Both Barker Terp Gibson and PMS undertake visual surveys of cracks, rutting, etc. which tend to be subjective. IMS uses a vehicle equipped with lasers to measure the number of surface cracks and rutting objectively.

Both PMS and IMS utilize Dynaflect testing to determine the condition of the road base. Barker Terp Gibson employ the Falling Weight Deflectometer. Both of these systems can provide reasonable data to determine the actual condition of the road base, however, the Dynaflect is used predominantly by testing companies.

2 (F)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 21

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

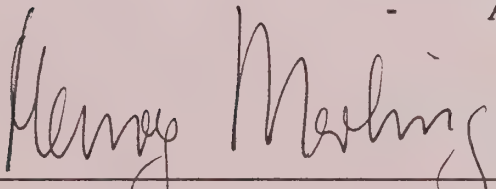
FROM: Interviewing Committee
Pedestrian Safety Advisory Sub-Committee

SUBJECT: Pedestrian Safety Advisory Sub-Committee


RECOMMENDATION:

That the following individuals be appointed as citizen members to the Pedestrian Safety Advisory Sub-Committee of the Transport and Environment Committee:

- Wendy Moore-Spors
- Angela Maloch



Alderman Henry Merling



Alderman Mary Kiss

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

At the 1992 February 3 meeting, the Transportation and Environment approved the formation, membership and the Terms of Reference for the Pedestrian Safety Advisory Sub-Committee. Alderman Henry Merling and Alderman Mary Kiss were appointed to this Sub-Committee, which also consists of representatives of various organizations and two citizen members at large.

A public notice was placed in the Hamilton Spectator on 1992 March 10, inviting applications from any citizen wishing to be considered for appointment to the Sub-Committee and on 1992 May 14 Alderman Henry Merling and Alderman Mary Kiss interviewed five applicants.

3 (4)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 June 12
E308-01 C. Rodgerson

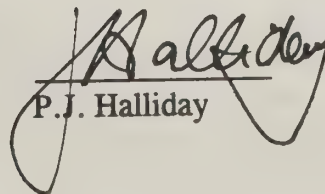
REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday Senior Director
Environmental Services Department

SUBJECT: Ball Packaging Consolidation of PCB Waste
at 391 Victoria Avenue North, Hamilton

RECOMMENDATION:

- a) That the West Central Region Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to the establishment of an outdoor PCB waste storage site by Ball Packaging Products Canada Inc., at 391 Victoria Avenue North, for the consolidation of PCB materials, from their Ontario plants; namely the Simcoe, Malton, Niagara Falls and Burlington plants provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully.
- b) That a copy of this report and its attachments be submitted to the West Central Region Branch of the MOE for their information.


P.J. Halliday

Cont'd....

PCB Storage Site - 391 Victoria Avenue North, Hamilton

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Ministry of the Environment policies and regulations concerning the transfer and movement of PCB contaminated waste from one political jurisdiction to another permit the receiving municipality to comment on the proposed activity, and to have input into the Ministry's approval process.

The final determination, and the provision of the approval however, is at the Ministry's discretion.

BACKGROUND:

The West Central Region Office of the Ministry of the Environment (MOE) has received a proposal from Ball Packaging Products Canada Inc. for the establishment of an outdoor PCB waste storage site at 391 Victoria Avenue North. The site will be used for the consolidation of PCB materials from other Ontario Ball Packaging plants; namely the Simcoe and Malton plants which have closed, the Niagara Falls facility which has been sold to Nabisco brands, and the Burlington plant.

To ensure the long term safe storage of PCB waste, Ball Packaging would like to construct a PCB storage site and relocate all of its PCB materials to their consolidated site. Ball Packaging is requesting that the consolidation be permitted at their Hamilton facility, located at 391 Victoria Avenue which currently has a registered indoor PCB waste storage site with all the necessary storage, emergency and monthly inspection procedures in place.

The outdoor PCB storage facility would be located in the parking lot between Ferrie Street and the plant and would comprise of two shipping containers manufactured specifically for the storage of PCB materials and would be surrounded by a 2 meter high fence. The storage site would meet all Ministry of the Environment requirements as well as those of Environment Canada's Interim Order for the storage of PCB Wastes. Emergency and monthly inspection procedures that are already in place will be modified to include the new site.

A tour of the proposed facility was undertaken on January 31, 1992 by local MOE officials who support, in principal, Ball Packaging's proposal to construct an outdoor PCB waste storage site for consolidation of their PCB waste. Further review of this proposed activity with local Ministry officials has indicated that they have no objections with the current site proposal.

A PCB inventory of the aforementioned sites has been attached for information. All the necessary permits and approvals to transport PCB materials into the consolidation site will be acquired after site approval and site construction, is completed.

Ux CR/cr
Attach.

cc: K. Pidsadny, Secretary, Reg. of H-W, ESC



Packaging Products Canada, Inc.

3060 Mainway Drive, Burlington, Ontario, Canada L7M 1A3 (416) 336-6616 Fax No. (416) 332-2121

February 18, 1992

Mr. J. Schatz
City Clerk
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8N 3T4

SUBJECT: 391 VICTORIA AVENUE NORTH, HAMILTON, ONTARIO
PCB STORAGE SITE

Dear Mr. Schatz:

We are seeking approval from the City of Hamilton to construct an outdoor PCB waste storage site at 391 Victoria Avenue North for the consolidation of PCB materials from our Ontario plants; namely the Simcoe, Malton, Niagara Falls and Burlington plants.

Our plants at Simcoe and Malton are closed while the Niagara Falls facility has been sold to Nabisco Brands. To ensure the long term safe storage of our company's PCB wastes, it would be necessary to construct and relocate all PCB materials to a consolidation site.

The only viable location for this consolidation site is at our Hamilton facility. It already has a registered indoor PCB waste storage site (Ontario Regulation 11/82 site #20188A274) with all the necessary storage, emergency and monthly inspection procedures in place. For this reason, we strongly believe that the environmental risks associated with storing additional PCB materials at the Hamilton plant will not increase.

This PCB waste site would be located in our employees' parking lot which is situated between Ferrie Street and the plant. Please refer to our site plan in Attachment 1. It would comprise two shipping containers manufactured specifically for the storage of PCB materials. Attachment 2 lists the inventory of PCB materials at our Ontario plants.



Packaging Products Canada, Inc.

3060 Mainway Drive, Burlington, Ontario, Canada L7M 1A3 (416) 336-6616 Fax No. (416) 332-2121

The storage site would meet all Ministry of Environment's requirements as well as those of Environment Canada's Interim Order for the Storage of PCB Wastes. Emergency and monthly inspection procedures that are already in place will be modified to include the new site.

On January 31, 1992, Ms. D. Johnson from the Ministry of the Environment, West Central Region, toured the Hamilton facility and agreed with our proposal to construct this PCB waste storage site.

Our target date for the construction of the storage facility is May 1, 1992. We will then secure all necessary permits and approvals to transport PCB materials into this consolidation site. We look forward to your timely approval of our PCB consolidation site.

Please do not hesitate to contact me at 336-6616 ext. 8038 if you require additional information.

Yours truly,

Allan Yee
Manager, Environment

cc: H. Rodenburg, BOC
M. Kachmer, 029
E. Simm, 029

Z. Shore, BOC
D. Coulter, BOC
G. Elford, 029

ATTACHMENT 2

BALL PACKAGING PRODUCTS CANADA INC. PCB INVENTORY IN ONTARIO

PLANT	TRANSFORMERS	CAPACITORS	LIGHT BALLASTS	ASKAREL	PCB CONTAMINATED OILS	MISCELLANEOUS WASTES
SIMCOE	3	38	-	45 GAL	-	RAGS & SOIL
HAMILTON	2	45	-	5 GAL	-	RAGS & SOIL
MALTON	-	28	4 DRUMS	-	-	-
BURLINGTON	-	11	-	-	-	-
NIAGARA FALLS	-	17	46	-	50 GAL	3 EMPTY DRUMS

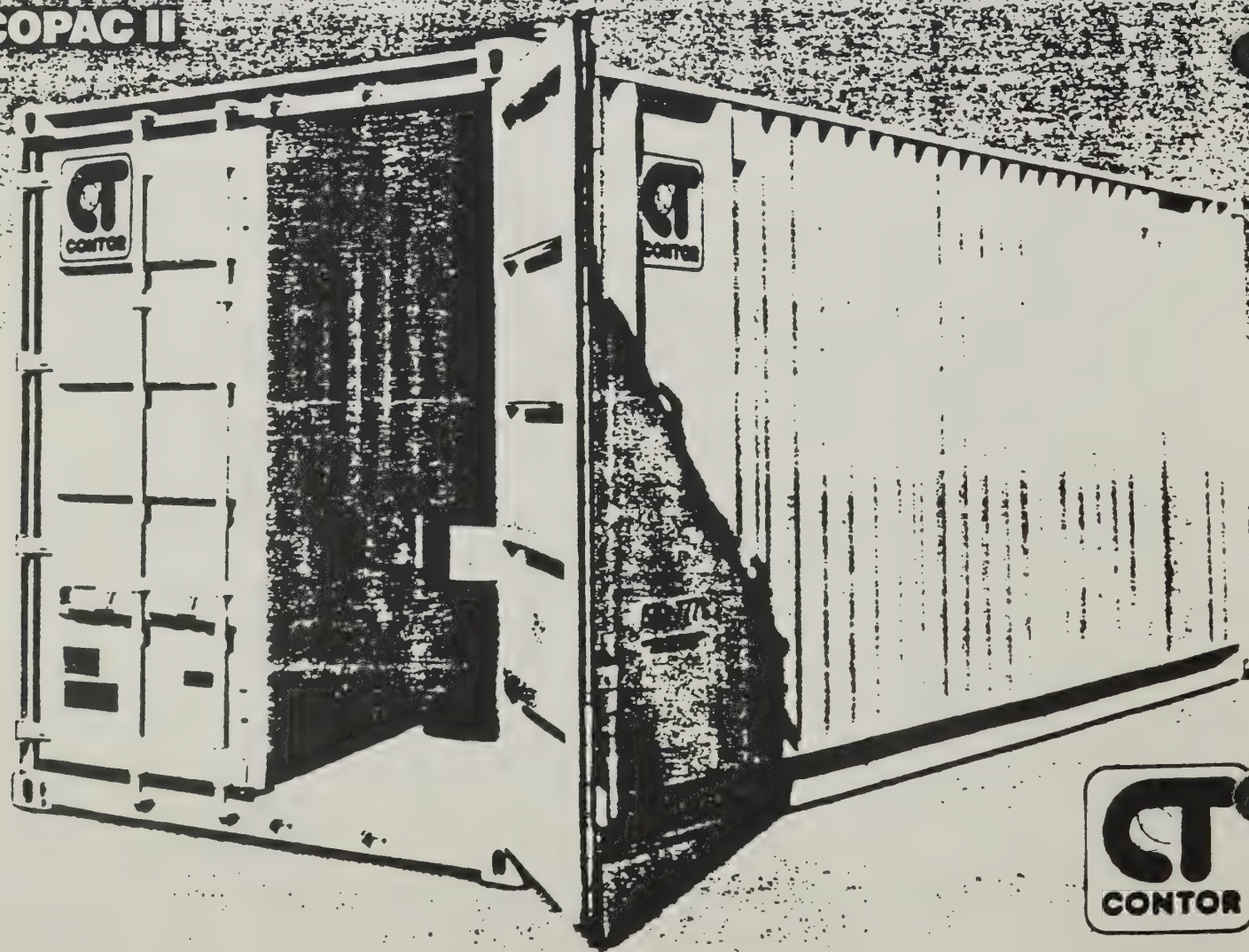
PCB CONFERENCE
APRIL 91

Contor

Contor Containment Systems for PCB and Hazardous Material Storage

The Innovative Solution.

ECOPAC II



Contor

Contor Containment Systems for PCB and Hazardous Material Storage

Approved Containment Units can Prevent Disaster

Old transformers leaking carcinogenic PCB's. Improperly stored drums of chemicals and hazardous waste ready to spill their toxic contents into the environment.

Don't wait for the crisis that can accidentally expose your employees or the public to danger from improperly stored materials.

Act now....

These and a load of other impending horror stories can be prevented simply and economically with government approved Contor storage containers.

Government Approved
Government regulations require PCBs and Hazardous Materials to be stored in an environmentally secure building or container.

Contor's Ecopacs are approved by government and environmental authorities for short and long term storage. Many Federal Agencies are currently using these units in sites coast to coast in addition to those in use by a broad spectrum of private industry.

General
Modified from Marine Cargo Containers, Contor produces a large variety of configurations and sizes.

Our insistence on first grade components, workmanship and quality control provides an environmentally safe storage unit. Considering the alternative, we provide an inexpensive solution.



Floor Grill

Construction
Steel frame, steel roof, steel walls. Manufactured from 16 gauge corrugated steel, the 1-1/4" hardwood floor is fastened to 4 3/4" steel crossmembers spaced at 12 in. centres; provides an extremely high load factor.

The secondary containment tray is carefully assembled to ensure a guaranteed leak proof vessel to prevent spills or leaks from contaminating local ground environment.

The tray is fabricated from 11 gauge steel sheeting, factory moulded and welded to government standards. Each tray is tested for leaks prior to installation.

All units are finished with chemical resistant coatings, chlorinated rubber or epoxy, your choice of coatings and color.

Key Technical Specifications — ECOPAC II

20' Ecopac	
Weight	5,600 lbs
Load cap	44,000 lbs
Exterior dimensions	L 20' x H 8'6" x W 8'
Interior dimensions	L 19'6" x H 7'9" x W 7'6"
40' Ecopac	
Weight	9,600 lbs
Load cap	60,000 lbs
Exterior dimensions	L 40' x H 8'6" x W 8'
Interior dimensions	L 39'6" x H 7'9" x W 7'6"
44' Ecopac (maxi-size)	
Weight	11,500 lbs
Load cap	70,000 lbs
Exterior dimensions	L 44'3" x H 9'6" x W 8'6"
Interior dimensions	L 43'6" x H 8'6" x W 8'3"

Containment Tray
10 gauge steel sheet, continuous welded seams. Epoxy coated and leak tested. An integral tray, not removable. Loading platform, steel grating 1-1/4" D x 3/16".

Vents
Four corner natural openings.

Access
Double swing loading doors with four locking bars. Highly secure. We can provide optional easy roll-up door access, side or end mounted.

Coatings
Chlorinated rubber, enamel or epoxy.

All units conform to Federal, State and Provincial Standards

ECOPAC II
Modified for drum, dry or small transformer storage: features a 4 1/2" integral tray, epoxy coated covered by a steel grill loading platform. A major benefit to those requiring frequent machine access is the elimination of the rear containment tray wall. Spark proof grills are installed as an option for high risk storage.

For more information:



**Contor
Terminals Inc.**

1611 Britannia Road East
Mississauga, Ontario
Canada L4W 1S5

Tel: (416) 670-7771
Fax: (416) 670-7774



Optional doors, side access, swing or roll-up

**Delivered ... On Time ... On Site ... On Budget ...
ANYWHERE In The World.**

VICTORIA AV. N.



FROM A CUP TO DEFLECT
DRAINAGE TO OBTAIN
245-101

New T.O. High, 1st Star-bad
Wing Perce @ Top

T. H. B.

RAILROAD

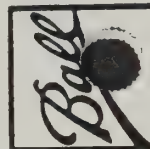
31 JAN 1975

Date FEB. 7, 1921 Approved

WASTE

PROPOSED
STORAGE
PLOT
SITE

Revisions/Issues



**Packaging
Products
Canada, Inc.**

Engineering

Location

HAMILTON



J.J. SCHATZ
CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

TEL: 546-2700
FAX: 546-2095

1992 May 15

Ball Packaging Products Canada
3060 Mainway Drive
Burlington, Ontario
L7M 1A3

Attention: Mr. Allan Yee
Manager, Environment

Dear Mr. Yee:

Please be advised that at its meeting held 1992 May 4, the Transport and Environment Committee for the City of Hamilton considered a report from the Environmental Services Department of Regional Municipality of Hamilton-Wentworth respecting Ball Packaging Consolidation of PCB Waste at 391 Victoria Avenue North, Hamilton.

The Committee approved the following recommendation:

- (a) That recommendation 3 (a) respecting Ball Packaging Consolidation of PCB Waste at 391 Victoria Avenue North, Hamilton be referred back to staff for a more comprehensive report.
- (b) That a representative of the local Ministry of the Environment Office be requested to appear before the Transport and Environment Committee to explain the process, policies and regulations by which the Ministry of the Environment grants approval for the various applications received.

It is anticipated that this item will be readdressed by the Transport and Environment Committee at its meeting scheduled for 1992 June 22 at 9:30 o'clock a.m., in Room 233, City Hall. I would recommend that you or a designate from Ball Packaging Products Canada be present to answer any inquiries the Committee may have. By copy of this letter I am asking Mr. Les Kuczynski of the Ministry of the Environment to postpone the objections deadline of 1992 July 6 in order that this can be properly addressed. Should you require further information, please do not hesitate to contact me at 546-2728.

Your truly,


Kevin C. Christenson, Secretary
Transport and Environment Committee

c.c. Mr. J. Halliday
Senior Director
Environment Services Department

Mr. L. Kuczynski
Approvals and Planning
West Central Region
Ministry of the Environment

3(b)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1992 June 12
E308-01 C. Rodgerson

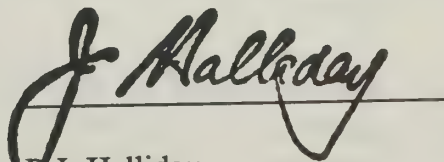
REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT: R.T. Recycling Technology Application for a
Certificate of Approval for a Waste Disposal Site (Processing)

RECOMMENDATION:

- a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to R.T. Recycling Technology receiving a Certificate of Approval to operate a Waste Disposal Site (Processing) located at 20 Warrington Street in Hamilton, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully;
- b) That a copy of this report and its attachments be submitted to the West Central Branch of the MOE for their consideration in the preparation of the Certificate of Approval regulating the operation of the facility proposed by R.T. Recycling Technology.


P.J. Halliday

Cont'd...

**R.T. Recycling Technology Application for a
Certificate of Approval for a Waste Disposal Site (Processing)**

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Office of the Ministry of the Environment (MOE) has received an application from R.T. Recycling Technology for a Certificate of Approval to operate a wood waste processing facility located at 20 Warrington St, in Hamilton. The MOE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

The company has requested approval for the operation of a wood, glass, and dry wall processing facility for the purpose of recycling. The facility occupies 100,000 sq. ft of fenced outside storage and 10,000 sq. ft. of building space. The facility will receive clean scrap wood from industry and through a grinding and shredding processes the wood fibre material manufactured will be sold as bulk fillers and animal bedding.

The facility will also receive glass in quantities of approximately 30 tonnes per week, and dry wall in quantities of approximately 60 tonnes per week, and will process these materials into a new product. The process will take in glass in all sizes, compositions, or colours and will turn it into a fine powder to be used in the industry as a filler. Dry wall will also be reduced to powder and used as a filler in industrial uses.

The proponent will be requested to take the necessary actions to ensure that only non-recyclable waste which has been generated in this Region will be disposed of at Regional facilities, and that any non-recyclable wastes originating outside of this Region will be disposed of at licensed landfills other than those under the jurisdiction of the Hamilton-Wentworth Region.

In keeping with the established policy, Ministry officials have requested the City of Hamilton to comment on the viability of the proposed facility from a municipal jurisdictional perspective. In order to satisfy the City's and the Region's regulatory mandate, as well as the Ministry's request for comments, staff from various City and Regional departments were requested to review the background documentation provided by R.T. Recycling Technology and to prepare a report on any comments or concerns they might have on the proposed facility.

Cont'd...

-page 3-
1992 June 12

**R.T. Recycling Technology Application for a
Certificate of Approval for a Waste Disposal Site (Processing)**

BACKGROUND: (Cont'd...)

Copies of the responses concerning the proposal, which were received from the City of Hamilton staff representing Traffic Services, Local Planning, and Noise Control, the Regional Planning and Sewer Use Control Office, are appended to this report. Further details pertaining to this facility have also been attached for your information.

CR/
Attach.

THE REGION OF HAMILTON-WENTWORTH

MEMORANDUM

FROM: Val Terluk
Manager
Solid Waste Operations

OUR FILE: E309-20
PHONE: 546-2158

SUBJECT: R.T. Recycling Technology
Application for a Certificate
of Approval for a Waste Disposal
Site (Processing) 20 Warrington Street, Hamilton, Ontario

DATE: 1992 April 23

The Waste Management Division has reviewed the proposal application for a Certificate of Approval submitted by R.T. Recycling Technology. The Waste Management Division's mandate is to enforce Regional Solid Waste By-Law R80-098 which regulates the operation of the Regional Transfer Stations and the Regional Landfill Site which is located in the Township of Glanbrook.

The proponent should take the necessary actions to ensure that only non-recyclable waste which has been generated in this Region will be disposed of at Regional facilities, and that any non-recyclable wastes originating outside of this Region will be disposed of at licensed landfills other than those under the jurisdiction of the Hamilton-Wentworth Region.

In keeping with the Region's Solid Waste By-Law inert waste materials are unacceptable at either the Region's Transfer Stations or the Region's Landfill Site. In the event that the wood waste or drywall materials are unable to be processed into a saleable product the disposal of these materials would be unacceptable at our facilities.

CR/
J.

THE REGION OF HAMILTON-WENTWORTH

MEMORANDUM

TO: Val Terluk
Manager
Solid Waste Operations

YOUR FILE: E309-20

Attention: Colin Rodgerson

FROM: A.L. Georgieff
Director
Regional Planning Branch

OUR FILE: 768.42
PHONE: 546-4210

SUBJECT: R.T. Recycling Technology
Application for Certificate of
Approval for a Waste Disposal
Site (processing), 20 Warrington St.
Hamilton

DATE: 1992 April 15

The Regional Planning Branch has reviewed the application for a Certificate of Approval for a waste disposal site (processing), and finds that the proposal does not contravene the Regional Official Plan.

The Regional Planning Branch finds no reason to deny the application, provided the applicant meets the requirements of pertinent Provincial statutes and Regulations.

MEH/meh

PUBLIC WORKS DEPARTMENT

CITY NOISE CONTROL

MEMORANDUM

TO: Mr. Val Terluk, Manager
Solid Waste Operation
Region of Hamilton Wentworth
Engineering Department

YOUR FILE
VIA Fax: April 13, 1992

FROM: Mr. F. Westaway
Noise Control Officer
Public Works Department

OUR FILE:
PHONE: 523-5670

SUBJECT: R.T. Recycling Technology Application
for a Certificate of Approval for a
Waste Disposal Site (Processing)

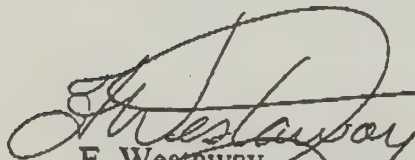
DATE: 1992 April 13

As per your request the City Noise Control Office has reviewed the Application for a Certificate of Approval submitted by Mr. Yehuda Kahane of R.T. Recycling Technology Inc. The site located at 20 Warrington St. Hamilton appears to be that of a Heavy Industrial Zone. (KK2).

Also the operation of conveyors and crushers appear by the letter to be all self contained and very little noise will be emanating from the work area.

It is my opinion that noise created by any part of R.T. Recycling Technology operations will have no impact on any area businesses or residential area's. All residential zones are far enough away from the site location not to be affected.

Should you require further information please contact the undersigned at 523-5670.


F. Westaway
Chief Noise Control Officer

FW/lb

PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH

MEMORANDUM

TO: Colin Rodgerson
Solid Waste Operations
YOUR FILE: E309-20

FROM: Victor Abraham
Director of Local Planning
OUR FILE: P5-3-3-1

SUBJECT: 20 Warrington Street - Application
for a Certificate of Approval for
a Waste Disposal Site
DATE: April 14, 1992

This memorandum is in response to the memorandum of Val Terluk dated April 2, 1992 requesting comments on the above-noted application for certificate of approval for a waste disposal site.

The subject lands are situated in the Lakely Neighbourhood in Hamilton's east end. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial.

According to our records, the zoning for the lands is "KK"; however, this should be confirmed directly with the Building Department as they are responsible for implementing and interpreting the City of Hamilton Zoning By-Law. Please note I have taken the liberty of forwarding a copy of the original memorandum to the Building Department for their comments; you may wish to amend your circulation list for future certificates of approval in this regard.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.

A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The proposed wood waste processing facility does not conflict with the intent of the Hamilton Official Plan provided Provincial statutes and regulations in these matters are not contravened.

If you have any further questions, please contact Keith Exance at 546-4158.

KE/

c.c. A.L. Georgieff

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

TO: Val Terluk
Manager
Solid Waste Operations

FROM: Murray F. Main, P. Eng.
Director of Traffic Services
Traffic Department

OUR FILE:
PHONE: 546-4580

SUBJECT: R. T. Recycling Technology
Waste Disposal Site
20 Warrington Street

DATE: 1992 April 22

In response to your memo of 1992 April 02, please be advised that we have reviewed the above-noted application and have no comments.

Murray F. Main

RK/ES/ks

**REGION OF HAMILTON-WENTWORTH
MEMORANDUM**

DATE: April 8, 1991

OUR FILE: E307-01

TO: V. Terluk
Manager of Solid Waste Operations
Department of Engineering

FROM: P. Dunn
Environmental Control Officer
Sewer Use Control Office - Engineering Department

SUBJECT: R.T. Recycling Technology Inc., Application for a Certificate of Approval for
a Waste Processing Site

Based on the information provided as to the nature of the materials and processing to be carried out at this facility, it would appear that the dry nature of this operation should have a low impact on the sewer system. Once in operation, however, this facility would be subject to an inspection and its actual impact on the sewer system assessed at that time.

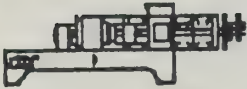
Sewer use restrictions are governed by Sewer Use By-law R89-049. Of possible concern may be the area of storm water run-off. This would be addressed by a Best Management Plan (BMP) as discussed in the By-law.

If your require any additional information, please contact our office at 545-0804.



cc: Anne Zybura, Approvals and Waste Management Unit
West Central Region
R. Prowse, Regional Clerks Office

R.T. Recycling Technology Inc.



Date: January 04, 1991

20 Warrington st.
Hamilton, ONT. L8L 7V7
Phone/Fax: 416-578-6499

THE PROCESS

Site:

R.T. Recycling Technology Inc. is located at 20 Warrington Street, with excellent access to the QEW, via the South Service Road. Our yard borders with only one other business that is a scrap metal yard (Waxman). Our plant occupies 100,000 Sq. Ft. of outside storage and 10,000 Sq. Ft. for manufacturing, in a building located approximately 150 feet across.

Purpose:

The business has been established for the manufacturing of wood fiber material to be sold for industrial use, as bulk fillers and as animal bedding - instead of wood shavings commonly used today.

Source:

The wood to be used in our process is scrap wood generated mainly by industry, such as steel industry, car industry etc. The wood will be brought to us from the transfer stations in the area, where it has been totally separated from all the other material as well from treated or contaminated wood. Our agreements with the transfer stations are very specific as for acceptance of clean wood only and the right to reject any load or part of it that does not confirm with our specification.

Material Flow - Yard Area:

Trucks bringing in scrap wood will be advised by the yard-person where to dump their load. The dumped loads will then be arranged with our front end loader in a manner complying with the Fire Dept. regulations, Section 3.1, subsection 3.2.2 i.e. keeping correct distances from the building, allowing access lanes between the piles, piling to the allowed height etc.

Pre Crushing

The first stage of the process is pre crushing. The crusher (item No. 1) is a slow speed high Torque Saturn unit. This particular type crusher was selected by us since it creates no dust or flying debris at all. For all weather operation the crushing unit is enclosed in a 40' x 30' shelter (Item No. 2). For complete quality control a conveyor is used to feed the crusher (item No. 3). The wood will be placed, manually, on the conveyor. This will allow the operator to set aside any unfit material, if found as per our agreement with the suppliers of scrap wood, such materials will be collected by them at their own expense. Conveyor (item No. 4) will transfer the crushed material onto a conveyor for transfer into the building area (item No. 2).

Production Area - Bldg.

The crushed material will be conveyed from the yard to the production area (in the building) via conveyor No. 2. This conveyor includes a magnet pulley for separating any metallic material such as nails, strapping etc. the collected metal scraps will be pulled out by the magnet and thrown into a designated bin. Once enough quantity is collected, the metal will be sold to the neighboring Scrap Yard. This conveyor is totally enclosed so that no material can fall off at all.

Buffer Bin (Item No. 3)

This bin is used as a buffer for feeding the ATS. The material will be conveyed from the bin via conveyor No. 4 to the ATS machine.

The ATS machine (Item No. 5) is the heart of the entire process. The crushed wood that is fed into the ATS will be converted into wood fiber. The process occurs within the machine and the emission of wood dust is minimal. However a bag house unit is installed to collect any amount of dust. (Bag house Unit No. 1). The bag house to be used has its own bag and all discharges are collected into the bag. The collected wood dust is a very useful material and will be sold to the industry.

From the ATS the fiberized material will be conveyed via conveyor No. 6 & 7 to the drying tunnel. (Item No. 8) for cooling and decondensing. The conveyor (No. 6) has a magnetic separator for final elimination of metallic particles, if present.

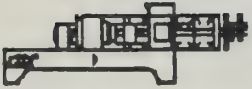
From the drying tunnel the material will be conveyed via conveyor No. 9 to a vibrating table where the greatest amount of wood dust will be collected. Again this unit is enclosed with its own bag-house (Baghouse No. 2).

The material will continue its travel via conveyor No. 11 to the screening unit where a separation to three different sizes will take place. This unit, as well, is enclosed with its own bag-house for final dust removal.

Product with sizes 1 & 2 will be conveyed via conveyor No. 15 & 16 to the Bins, No. 17 and 18. From these bins the product will be conveyed via conveyor No.'s 19, 20, 21 to the Verville automatic bagging machine (item No. 22). Two additional outlets and conveyors (No.'s 12, 13) are available for further classification of sizes.

The bagged product will be conveyed from the bagging machine via conveyor No. 23 & 24 to a trailer for shipment.

R.T. Recycling Technology Inc.

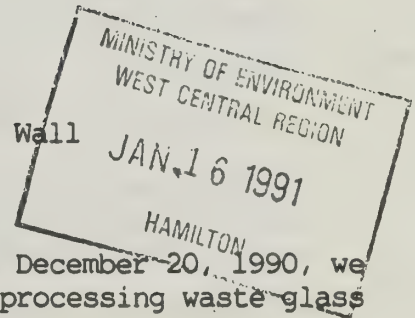


Date: January 11, 1991

20 Warrington st.
Hamilton, ONT. L8L 7V7
Phone/Fax: 416-578-6499

Ms Anne Zybura
Ministry of the Environment
Ellen Fairclough Building
119 King Street West, 12th Floor
Hamilton, Ontario
L8N 3Z9

Process Description - Glass and Dry Wall



Dear Anne,

Further to our process description sent to you on December 20, 1990, we would like to bring to your attention our interest in processing waste glass and dry wall.

The process will take in glass in all sizes, compositions (even ceramic or tinted glass), or colors and will turn it into a fine powder to be used in the industry as a filler.

Dry wall will be reduced to powder, here as well, the end product will be used as a filler in industrial uses.

The source for glass will be mainly recyclists that have a certain percentage of glass that cannot be recycled and must be land filled. We expect to have approximately 30 tons per week. The source of dry wall will be from the construction industry, demolition companies etc. We can accept, and have use for 60 tons per week.

Material Flow

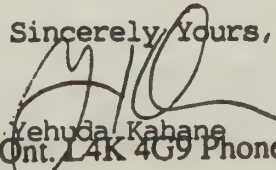
Glass and dry wall will be dumped at a designated area for each product. Dry wall will be arranged in piles 5 meters in height, 12 meters in width and 30 meters in length.

Glass will be dumped into 3 fixed open bins in the yard. Size of each bin is 8 meters by 16 meters. The pile will be up to 2 meters in height.

The material, either glass or dry wall will be pre crushed in the yard and transferred into the building by either a front end loader, carts, or a conveying system. Once in the building, the process taking place is similar to the one described for wood in our letter to you of December 20, 1990.

I am also enclosing a revised page, No. 2 to indicate our wish to accept dry wall in addition to scrap wood and glass as indicated in our original application. The total tonnage per day is left as 100 tons out of which and 5 - 6% is glass and 10 - 12% is dry wall.

Sincerely Yours,


Kehuda Kahane

Head Office: 55 Administration Rd. Unit 30 Concord Ont. L4K 4G9 Phone 416-738-1798 Fax: 416-738-9291



**APPLICATION FOR A CERTIFICATE OF APPROVAL
FOR A WASTE DISPOSAL SITE (PROCESSING)**

IMPORTANT NOTE:

If this application is for notification of changes in use, operations, or ownership, specify the MOE number on your certificate _____ and fill in only the data on this form which are being revised.

1. Applicant:

Municipal () Provincial () Other (x)

Name: R.T. Recycling Technology Inc.

Address: 55 Administration Rd. Unit 30, Concord, Ont. Postal Code: L4K 4G9

City/Prov.: Concord, Ontario (head Office) Telephone: 416-738 1798

If Applicant not Municipal or Provincial complete the following:

737 6412

() Proprietorship

Name, if different than applicant: _____

() Corporation: President's Name: _____

Yehuda Kahane

() Partnership - Name all partners: _____

(i) _____

(ii) _____

2. Land Owner:

Name: Gage North Holdings Inc.

Address: 20 Warrington St. Hamilton Ontario

3. Lessee: (if applicable)

Name: R.T. Recycling Technology Inc.

Address: 20 Warrington St. (Plant) Hamilton Ont.

4. Site Operator

Name: Ozer Eshet

Title: General Manager

Address: 39 Aaron Joseph St., Thornhill, Ont.

5. Site Location:

City (x)

Concession: 1

Town () Name: Hamilton

Lot No: 25 & 26

Village ()

Part of Lot: _____

Township ()

Street Address: 20 Warrington

Other _____

Hamilton, Ontario

Include a copy of the plan of survey of any lands on which the site is to be located.

6. Site Characteristics and Waste Category

- a. Present land use Outside storage, Heavy Industrial and Warehouse
- b. Present official plan designation of site Manufacturing and outside storage
- c. Present zoning category KK2
- d. Present land use of all adjoining properties to be provided on location map.
- e. Rate at which site can receive waste per day.

Domestic	() Tonnes () Cu. Meters	Commercial	100	(X) Tonnes () Cu. Meters
----------	------------------------------	------------	-----	------------------------------

Processed Organic Waste _____ () Litres

If any of the following waste categories are intended to be received at the site, attached a description of each, including their source to the Application.

Liquid Industrial _____ (☐) Tonnes (☐) Cu. Metres (☒) Tonnes
 (☐) Litres Non Hazardous Solid Industrial 100 (☐) Cu. Metres
 (☐) Litres

Hazardous ☐ Tonnes ☐ Cu. Meters ☐ Litres

Other ☐ Tonnes ☐ Cu. Meters ☐ Litres

- f. Number of days/year the site is open 320 days 7AM-11PM

- g. Population served _____

- h. Names of all municipalities/major industries intended to be served by the site:**

- | | |
|-------------------------------------|-------------------------|
| 1) <u>Hamilton Wentworth Region</u> | 4) <u>Halton Region</u> |
| 2) <u>Niagara Region</u> | 5) _____ |
| 3) <u>Peel Region</u> | |

- i. Total area of site hectares or 2½ acres

- j. Estimated storage capacity: 3000 (x) Tonnes
(if intended for storage) () Cu. Meters
(Rate per day and estimated capacity must be in the same measurement) () Litres

- k. **Type of facility:**

- () incineration
() composting
() resource recovery
() stabilization/encapsulation
() packing/baling
() separation
(x) storage - outside storage of raw materials (scrap wood and glass)
() grinding/shredding
(x) other (specify): 10,000 sq. feet of building for manufacturing of wood fibers and silica.

7. List all disposal site (for final disposal)

(i) Site Certificate No.: _____

Location: _____

- All the raw material that is brought in will be turned into a saleable product. We shall not accept any wood that might be unsuitable for our engineered product.

(ii) Site Certificate No.: _____

Location: _____

8. List all supporting documents submitted with this application:

Incorporation documents

Vendors Permit

Equipment layout (inside)

Storage area layout ; Zoning Map

9. Signature

Applicant Name (printed)

Yehuda Kahane

Title

President

(Signature)

Date

Dec 17, 1990

SEAL OF COMPANY
(if applicable)

J.J. SCHATZ
CITY CLERK



THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

TEL: 546-2700
FAX: 546-2095

Resent to the address below on 1992 May 25

1992 May 15

Yehuda Kahane, President
R.T. Recycling Technology Inc.
20 Warrington Street
Hamilton, Ontario
L8E 3V1

Dear Yehuda Kahane:

Please be advised that at its meeting held 1992 May 4, the Transport and Environment Committee for the City of Hamilton considered a report from the Environmental Services Department of Regional Municipality of Hamilton-Wentworth respecting R.T. Recycling Technology Application for a Certificate of Approval for a Waste Disposal Site (Processing).

The Committee approved the following recommendation:

- (a) That recommendation 3 (a) respecting R.T. Recycling Technology Application for a Certificate of Approval for a Waste Disposal Site (Processing) be referred back to staff for a more comprehensive report.
- (b) That a representative of the local Ministry of the Environment Office be requested to appear before the Transport and Environment Committee to explain the process, policies and regulations by which the Ministry of the Environment grants approval for the various applications received.

It is anticipated that this item will be readdressed by the Transport and Environment Committee at its meeting scheduled for 1992 June 22 at 9:30 o'clock a.m., in Room 233, City Hall. I would recommend that you or a designate from R.T. Recycling Technology Inc. be present to answer any inquiries the Committee may have. By copy of this letter I am asking Mr. Les Kuczynski of the Ministry of the Environment to postpone the objections deadline of 1992 July 6 in order that this can be properly addressed. Should you require further information, please do not hesitate to contact me at 546-2728.

Your truly,


Kevin C. Christenson, Secretary
Transport and Environment Committee

c.c. Mr. J. Halliday
Senior Director
Environment Services Department

Mr. L. Kuczynski
Approvals and Planning
West Central Region
Ministry of the Environment

3(c)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1992 June 12
E308-01 C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT:

Henkel Canada Ltd. Ward Street Decommissioning Site - Certificate of Approval for a Waste Disposal Site (Processing)

RECOMMENDATION:

- a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to Henkel Canada Ltd. conducting a decommissioning and clean-up of their Ward Avenue plant site at 162 Ward Avenue in Hamilton provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully;
- b) That a copy of this report and its attachments be submitted to the West Central Branch of the MOE for their consideration in the preparation of the Certificate of Approval regulating the decommissioning site proposed by Henkel Canada Ltd..


P.J. Halliday

Cont'd...

Henkel Canada Ltd. Ward Street Decommissioning Site - Certificate of Approval for a Waste Disposal Site (Processing)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Office of the Ministry of the Environment (MOE) has received an application from Henkel Canada Ltd. for a Certificate of Approval to conduct a decommissioning and clean-up of their Ward Avenue site. This facility is located at 162 Ward Avenue in Hamilton. The MOE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

Henkel Canada is planning the remediation of their Ward Avenue site which was previously used as a chemical processing plant. The purpose of Henkel's remedial efforts is to remove all subsurface structures and soils which are analytically determined to be contaminated, decontaminate the soils through bioremediation, and restore the property in a contaminant free manner.

Henkel Canada has been working in concert with the MOE in all previous planning stages. Projects already carried through to completion in cooperation with the MOE include the determination of background levels, the removal of all above-ground structures, and subsurface drilling investigations.

Henkel Canada has prepared a document in support of their application of a Certificate of Approval to conduct a decommissioning and clean-up of the Ward Avenue plant site. The document provides further details on: site considerations, waste management (bioactivity design, liquid and solid waste management), operations overview (soil management, operations controls), operational timetable, and closure plan,

Estimated amounts to be excavated for bioremediation include; 1570 tons of soil primarily contaminated with oil and grease, 7523 tons of soil primarily contaminated with phenolics and 8412 tons of soil contaminated primarily with non-synthetic animal and vegetable oil and grease.

Bioremediation of the Ward Avenue site has been selected, by Henkel Canada Ltd., as the most effective remediation process with regards to treating the contaminant, and remedial technology with the least number of community and environmental disturbances.

Cont'd...

Henkel Canada Ltd. Ward Street Decommissioning Site - Certificate of Approval for a Waste Disposal Site (Processing)

BACKGROUND: (Cont'd)

Bioremediation is a destructive process which uses soil microorganisms to chemically degrade organic contaminants. These microorganisms can use organic carbon intracellularly from the contamination as an energy source. The microorganisms primary food source is the energy gained through contaminant breakdown by catabolism.

The contaminated Ward Avenue site will act as the treatment area, where the contaminants will be destructed to naturally occurring background levels. The remedial process will take place on the southern end of the site and will be a temporary process which will not leave any adverse environmental consequences. Excavated soils will be loaded to a thickness of 2ft on the treatment area at a rate not to exceed its maximum capacity. Farm type equipment will be utilized to regularly turn the contaminated material and enhance the bioremediation process.

After the remediation of the site, nothing will have been added and the only entity having been subtracted will be the contaminant. Upon analytical proof of contaminant destruction the remediated soils will be utilized as fill for the exact area where it was first removed.

In keeping with the established policy, Ministry officials have requested the City of Hamilton to comment on the viability of the proposed soil remediation process from a municipal jurisdictional perspective. In order to satisfy the City's and the Region's regulatory mandate, as well as the Ministry's request for comments, staff from various City and Regional departments were requested to review the background documentation provided by Henkel Canada Ltd, and to prepare a report on any comments or concerns they might have on the proposed facility.

Copies of the responses concerning the proposal, which were received from the City of Hamilton staff representing Traffic Services, Local Planning, and Noise Control, and the Regional Planning and Sewer Use Control Office, are appended to this report.

Four of the responses make specific comments on the proposal which the facility operator should satisfy before municipal consent is given to the proposal. It would be prudent to have compliance officers from the City and the Region visit the facility, if Henkel Canada Ltd is authorized to proceed, to verify compliance with the recommendations noted in the appended responses.

Further details pertaining to the proposed operations are too lengthy to append to this report and are available at the Clerk's Office for review.

CR/
Attach

THE REGION OF HAMILTON-WENTWORTH

MEMORANDUM

FROM: Val Terluk
Manager
Solid Waste Operations

OUR FILE: E309-20
PHONE: 546-2158

SUBJECT: Henkel Canada Ltd.
Application for a Certificate
of Approval for a Decommissioning
Site - 162 Ward Avenue, Hamilton, Ontario

DATE: 1992 April 23

The Waste Management Division has reviewed the proposal application for a Certificate of Approval submitted by Henkel Canada Ltd. The Waste Management Division's mandate is to enforce Regional Solid Waste By-Law R80-098 which regulates the operation of the Regional Transfer Stations and the Regional Landfill Site which is located in the Township of Glanbrook.

During the excavation process the recovery of contaminated subsurface structures consisting of concrete and metal is expected. All structural debris determined to be contaminated free is expected to be transported off site for approved disposal. Contaminated subsurface structures will be power washed to remove all contaminant into a water phase before being taken off-site for approved disposal.

Hazardous waste materials may also be encountered in the excavation process which will not be treatable in the bioactivity zone and will be transported off-site to an approved disposal location.

In keeping with the Region's Solid Waste By-Law these inert and hazardous waste materials are unacceptable at either the Region's Transfer Stations or the Region's Landfill Site. To ensure that these materials are directed to an approved disposal site the Waste Management Division would like to request, from Henkel Canada Ltd., a list of all approved recyclers or disposal sites which will be utilized for the aforementioned waste materials.

CR/

PUBLIC WORKS DEPARTMENT
CITY NOISE CONTROL
MEMORANDUM

TO: Val Terluk
Manager
Solid Waste Operation

YOUR FILE: E 309-20

VIA FAX 1992 April 8

FROM: Mr. F. Westaway
Noise Control Officer
Public Works Department

OUR FILE:
PHONE: 523-5670

SUBJECT: Henkel Canada Ltd
Application for a Certificate
Of Approval for Decommissioning
Site- 162 Ward Avenue Hamilton, Ontario

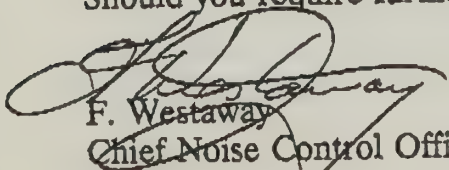
DATE: 1992 April 8

As per your request the City Noise Control has reviewed the proposal Application for a Certificate submitted by Henkel Canada Ltd.
After discussion with Henkel Ltd. representatives and Mr. Colin Rodgeron of the Solid Waste Section for the Region of Hamilton- Wentworth the City Noise Control would request the following restrictions be applied so the ensure noise complaints would not be registered by area neighbours:

- a list of all machinery (tractor, backhoe etc) that will be operating on site,
- the ares for storage of such machinery,
- if the machinery is equipped with back-up alarms (major noise source for complaints is residential area's),

To conclude the City Noise Control Office would request that the hours of operation of any machinery be restricted to the hours between 8:00am til 6:00pm Monday to Friday and Saturdays between 10:00am and 4:00pm. No operation of any kind on Sunday's.

Should you require further information or explanation please contact me at 523-5670.


F. Westaway
Chief Noise Control Officer
FW/lb

**PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH**

MEMORANDUM

TO: Colin Rodgerson
Solid Waste Operations

YOUR FILE: E309-20

FROM: Victor Abraham
Director of Local Planning

OUR FILE: P5-3-3-1

SUBJECT: 162 Ward Avenue - Application for
Certificate of Approval for
Decommissioning

DATE: March 25, 1992

This memorandum is in response to the memorandum of Val Terluk dated March 19, 1992 requesting comments on the above-noted application for certificate of approval for decommissioning.

As we understand it, the process of decommissioning will involve shifting contaminated soils from one area of the site to another area on the same site to facilitate "bioremediation". Upon completion of the bioremediation process, the soils will be shifted to their original area. The entire process for all contaminated soils on the site is estimated to take some 257 days.

The subject lands are situated in the Ainslie Wood Neighbourhood in Hamilton's west end. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial. In addition, the approved Ainslie Wood Neighbourhood Plan designates the site as Industrial and the zoning for the lands is "M-14".

The Hamilton Official Plan is silent in regard to decommissioning policies.

In our opinion, the decommissioning activity does not conflict with the intent of the Hamilton Official Plan provided Provincial statutes and regulations in these matters are not contravened.

If you have any further questions, please contact Keith Extance at 546-4158.

KE/

c.c. A.L. Georgieff

0-7

THE REGION OF HAMILTON-WENTWORTH

MEMORANDUM

TO: Val Terluk
Manager
Solid Waste Operations

YOUR FILE: E309-20

Attention: Colin Rodgerson

FROM: A.L. Georgieff
Director
Regional Planning Branch



OUR FILE: 768.42
PHONE: 546-4210

SUBJECT: Henkel Canada Ltd.
Application for a Certificate
of Approval for Decommissioning Site
162 Ward Avenue, Hamilton, Ontario

DATE: 1992 March 20

The Regional Planning Branch has reviewed the application and has no comments to make on the technical details of the bio-degradation methodology proposed by the applicant, recognizing those matters as falling within your area of expertise. Our comments relate to two matters: off-site impacts during the decommissioning phase, and the matter of post-clean up land use.

The subject property is adjacent to an existing residential neighbourhood. The potential for negative off-site impacts in the form of dust, equipment noise, traffic and runoff is always a possibility in a decommissioning exercise of this sort. However, after reviewing the supporting documentation, we are satisfied that the applicant has made satisfactory plans to mitigate any negative impacts on the neighbouring residential areas.

The supporting documentation does not indicate what use the applicant intends to put the site to after clean up. From the perspective of the Regional Planning Branch, any change in use from the present one is contingent on the Ministry of Environment giving the site a clean bill of health once the de-commissioning process is complete. As part of our efforts to monitor and build a data base on contaminated sites in the Region, we require a copy of the de-commissioning certificate, indicating the level to which the site has been cleaned, under the de-commissioning guidelines.

With regard to post-clean up use of the site, the owner/applicant should check with the Local Planning Branch before considering any proposed change in land use. It should be noted that the granting of a certificate of de-commission by the Ministry of Environment does not constitute approval of any post-clean up use that may be considered by the applicant.

MEH/meh

cc:

Victor Abraham, Director of Local Planning

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

TO: Val Terluk
Manager of Solid Waste Operations
Transportation and Environmental Services
Attention: Mr. Colin Rodgerson

FROM: Murray F. Main, P. Eng.
Director of Traffic Services
Traffic Department

OUR FILE:
PHONE: 546-4580

SUBJECT: Henkel Canada Limited
Application for a Certificate for
Decommissioning 162 Ward Avenue, Hamilton
Your File No. E309-20

DATE: 1992 April 15

In response to your memo of 1992 March 12, requesting comments from our Department regarding the above, we report as follows.

The Traffic Department has no comment with respect to the work described in this application taking place off the public road allowance. We would ask that you remind the applicant that they or their contractor are required to comply with the requirements of the designated truck route system while travelling on roads within the City of Hamilton/Region of Hamilton-Wentworth.

BM
BM/ks

Murray F. Main

c.c. Mr. Brian Malone, Traffic Operations Engineer

DEPARTMENT OF ENVIRONMENTAL SERVICES

MEMORANDUM

TO: V. Terluk/Colin Rodgerson
Manager of Solid Waste Operations
Department of Engineering

YOUR FILE:

FROM: P. Dunn
Environmental Control Officer
Environmental Services Department

OUR FILE:

PHONE: (416) 546-4484

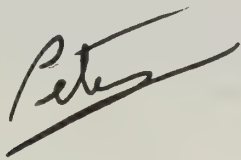
SUBJECT: **Henkel Canada Ltd.**
Application for a Certificate
of Approval for Decommissioning Site
162 Ward Avenue, Hamilton, Ontario

DATE: 1992 April 21

On April 9, 1992 a site inspection of the Henkel property at 162 Ward Avenue revealed two active sanitary sewer connections; one at the entrance on Ward Avenue and one at the entrance on Royal Avenue.

Sewer Use Control's mandate is to enforce Regional Sewer By-Law R89-049. Compliance with our sewer use by-law must be maintained at all times, thus our approval of the proposed bioremediation process is on condition that all generated wastewater be controlled. In order to ensure effluent control we recommend that both forementioned sewer connections be decommissioned prior to the start of site remediation.

All other issues within our jurisdiction have been addressed in the report to our satisfaction.



J.J. SCHATZ
CITY CLERK



THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

TEL: 546-2700
FAX: 546-2090

1992 May 15

Karen Stephenson
Regulatory Affairs Co-ordinator
Henkel Canada Ltd.
2290 Argentia Road
Mississauga, Ontario
L5N 6H9

Dear Ms. Stephenson:

Please be advised that at its meeting held 1992 May 4, the Transport and Environment Committee for the City of Hamilton considered a report from the Environmental Services Department of Regional Municipality of Hamilton-Wentworth respecting Henkel Canada Ltd. Ward Street Decommissioning Site - Certificate of Approval for a Waste Disposal Site (Processing).

The Committee approved the following recommendation:

- (a) That recommendation 3 (a) respecting Henkel Canada Ltd. Ward Street Decommissioning Site - Certificate of Approval for a Waste Disposal Site (Processing) be referred back to staff for a more comprehensive report.
- (b) That a representative of the local Ministry of the Environment Office be requested to appear before the Transport and Environment Committee to explain the process, policies and regulations by which the Ministry of the Environment grants approval for the various applications received.

It is anticipated that this item will be readdressed by the Transport and Environment Committee at its meeting scheduled for 1992 June 22 at 9:30 o'clock a.m., in Room 233, City Hall. I would recommend that you or a designate from Henkel Canada Ltd. be present to answer any inquiries the Committee may have. By copy of this letter I am asking Mr. Les Kuczynski of the Ministry of the Environment to postpone the objections deadline of 1992 July 6 in order that this can be properly addressed. Should you require further information, please do not hesitate to contact me at 546-2728.

Your truly,

A handwritten signature in dark ink, appearing to read 'Kevin C. Christenson'.

Kevin C. Christenson, Secretary
Transport and Environment Committee

c.c. Mr. J. Halliday
Senior Director
Environment Services Department

Mr. L. Kuczynski
Approvals and Planning
West Central Region
Ministry of the Environment

CITY OF HAMILTON

-RECOMMENDATION-

3 (4)

DATE: 1992 June 12
E310-01 C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

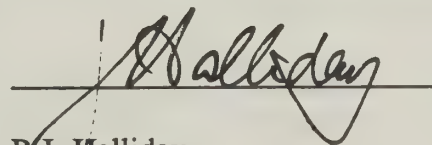
FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT:

Laidlaw Technologies Inc. - Application for a Certificate of Approval for a Waste Disposal Site (Processing) at 470 Kenora Avenue North (SWARU), Hamilton

RECOMMENDATION:

- a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to Laidlaw Technologies Inc. establishing and operating a facility to solidify and neutralize fly ash from the Region's Solid Waste Reduction Unit (SWARU), provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all municipal regulations and by-laws are complied with fully.
- b) That a copy of this report and the corresponding City Council resolution be submitted to the West Central Branch of the MOE for their consideration in the preparation of the Certificate of Approval which would apply to the development and operation of the facility proposed by the proponent.


P.J. Halliday

Laidlaw Technologies Inc. - Application for a Certificate of Approval for a Waste Disposal Site (Processing) at 470 Kenora Avenue North (SWARU), Hamilton

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Region of the Ministry of the Environment has received a request from Laidlaw Technologies Inc. for a Certificate of Approval for a Waste Disposal Site (Processing) located at 470 Kenora Avenue North (SWARU), Hamilton.

The application requests approval for solidification of 30 tonnes per day of fly ash from the Hamilton-Wentworth Regional Solid Waste Reduction Unit (SWARU). The treated waste will be disposed of at the Regional Landfill Site in the Township of Glanbrook.

The proponent's application is currently being reviewed by staff from the West Central Branch of the MOE, who in order to properly assess the viability of the proposed project, must obtain comments from other municipal regulatory agencies which may have jurisdiction over land use, traffic, noise, and potential impact of the proposed operations on the abutting properties and the environment.

The proponent is proposing to install and operate a fly ash solidification facility at SWARU to stabilize the SWARU fly ash in order to make it safe for disposal at the Region's Landfill Site in the Township of Glanbrook. The Region, owners of both the landfill site and SWARU, supports, in principle, the activities being proposed by the proponent. Furthermore, because the proposed activities are expected to be under the constant and close scrutiny of Laidlaw Waste Systems staff who will ensure that the solidification process operates in harmony with existing SWARU activities, the fly ash stabilization operation will be stringently regulated and made to comply effectively with existing site policies.

It is acknowledged that the proponent has submitted an application to the Ministry for a Certificate of Approval in anticipation of being selected as the successful bidder in the Region's forthcoming tender call for the removal and disposal of the SWARU fly ash. It is also recognized that the Certificate of Approval, if issued to Laidlaw Technologies Inc, will be a site specific Certificate that is only valid if the proponent is awarded the contract by the Region.



Ontario

Ministry
of the
Environment

Ministère
de
l'Environnement

West
Central
Region

Région
du
Centre-Ouest

April 30, 1992

Keith Avery
City Clerk
71 Main Street West
Hamilton, Ontario
L8B 3T4

119 King St W
12th Floor - Box 2112
Hamilton Ontario
L8N 3Z9
416/521-7640

119, rue King ouest
12^e étage - Casier 2112
Hamilton (Ontario)
L8N 3Z9
416/521-7640

Dear Mr. Avery:

RE: Laidlaw Technologies Inc. Application for A Certificate of
Approval for A Waste Disposal Site (Processing)

The West Central Region of the Ministry of the Environment has received a request from Laidlaw Technologies Inc. for a Certificate of Approval for a Waste Disposal Site (Processing) located at 470 Kenora Avenue North, Hamilton.

The application requests approval for solidification of 30 tonnes per day of fly ash from the Hamilton-Wentworth Regional Solid Waste Reduction Unit (SWARU). The treated waste will be disposed at the Regional Glanbrook landfill site.

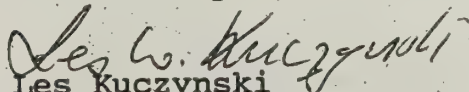
This application is currently being reviewed by this office. As you may be aware, the Director has discretion under Part V of the Environmental Protection Act to hold a hearing on such applications.

Please provide your comments by June 1, 1992. If no response is received by this date, we will assume that you have no objections with respect to the issuance of a Certificate of Approval.

You may wish to contact the proponent, Robert Marshall at (416) 560-2332, as to the nature operation to be carried out at the site.

Should you have any questions please contact me at 521-7523.

Yours truly,


Les Kuczynski
Approvals and Planning
West Central Region

cc: Val Terluk, Regional Municipality of Hamilton-Wentworth
Rob Gerrie, Township of Glanbrook
Robert Marshall, Laidlaw Technologies Inc.



J.J. SCHATZ
CITY CLERK



THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

TEL: 546-2700
FAX: 546-2090

1992 May 15

Mr. Les Kuczynski
Approvals and Planning
West Central Region
Ministry of the Environment
119 King Street West, 12th Floor
P.O. Box 2112
Hamilton, Ontario L8N 3Z9

Dear Mr. Kuczynski:

This will acknowledge receipt of your letter dated 1992 April 30 respecting Laidlaw Technologies Inc. Application for a Certificate of Approval for a Waste Disposal Site (Processing).

The City of Hamilton's Transport and Environment Committee's next meeting is scheduled for 1992 June 22. We therefore request that you postpone your deadline for comments of 1992 June 1st to 1992 July 6 in order that this issue can be suitably addressed.

Yours truly,

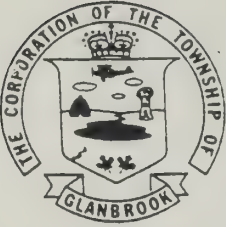
A handwritten signature in black ink, appearing to read 'Kevin C. Christenson'.

Kevin C. Christenson, Secretary
Transport and Environment Committee

c.c. Mr. Val Terluk
Regional Municipality of Hamilton-Wentworth

Mr. Rob Gerrie
Township of Glanbrook
P.O. Box 130, 3027 Homestead Drive
Mount Hope, Ontario L0R 1W0

Mr. R. Marshall
Laidlaw Technologies Inc.



THE CORPORATION OF THE TOWNSHIP OF GLANBROOK

P.O. BOX 130 MOUNT HOPE, ONTARIO L0R 1W0 TELEPHONE: (416) 679-4121 FAX: (416) 679-6537

May 19, 1992

Our File: E07.LD

Mr. Les Kuczynski
Approvals and Planning
West Central Region
Ministry of the Environment
119 King Street West, 12th Floor
P.O. Box 2112
Hamilton, Ontario L8N 3Z9

RECEIVED

MAY 26 1992

CITY CLERKS

Dear Mr. Kuczynski:

**Subject: Application by Laidlaw Technologies Inc. -
Certificate of Approval for a Waste Disposal
Site (Processing)**

This Application will be examined by the Public Services Committee which meets on Monday, June 15, 1992. We would therefore request an extension of your deadline until the end of June by which time Council will have passed the necessary resolution.

Yours truly,

A handwritten signature in cursive script that reads "J. Robert Gerrie".

J. Robert Gerrie
Clerk-Administrator

JRG:BAA

cc: Mr. Kevin Christenson, Secretary ✓
Transport and Environment Committee
City of Hamilton

Mr. R. Marshall
Laidlaw Technologies Inc.

Mr. Jim Halliday
Senior Director
Environmental Services Department



Laidlaw Technologies Inc.

WASTE TO ENERGY GROUP

470 Kenora Avenue North
Hamilton, Ontario L8E 3X8
Tel: (416) 560-2332
Fax: (416) 578-4243

L A I D L A W

June 15, 1992

The Corporation of the City of Hamilton
Office of the City Clerk
71 Main Street West
Hamilton, Ontario
L8N 3T4

ATTN: MR. KEVIN CHRISTENSON, SECRETARY
TRANSPORTATION AND ENVIRONMENT COMMITTEE

Dear Mr. Christenson

RE: LAIDLAW TECHNOLOGIES INC.
APPLICATION FOR A CERTIFICATE OF
APPROVAL FOR A WASTE DISPOSAL SITE (PROCESSING)


Since our last communication, Laidlaw Technologies Inc. has been successful in tendering the lowest bid for Regional Contract No. RHW-92-53 (S) - Processing and disposal of SWARU flyash.

Per your letter of May 15, 1992, addressed to MOE Approvals and Planning, we understand that our referenced application will be reviewed at the City of Hamilton's Transportation and Environment Committee meeting June 22, 1992.

I am writing to confirm my attendance at this meeting and to advise you that we would be prepared to make a short presentation about our intended flyash neutralization process, if so required. As background reading for Committee Members, please find enclosed a number of copies of our processing site application to the MOE.

Yours sincerely,

LAIDLAW TECHNOLOGIES INC.


R. G. Marshall, P. Eng.
Division Manager

pc

cc: L. Van Biesbrouck, M.O.E.
C. Leung, P.Eng.
R. Wright, Landfill Supervisor

J. Robert Gerrie, Glanbrook
D. Hanson, L.T.I.

3(e)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1992 June 11
E308-02C C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

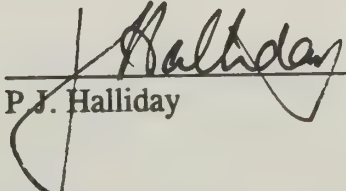
FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT:

Decontamination of PCBs by PPM Canada Inc for Westinghouse Canada
at 1632 Burlington Street, Hamilton, Ontario

RECOMMENDATION:

- (a) That the West Central Branch of the Ministry of the Environment be advised that the City of Hamilton has no objection to PPM Canada Inc. carrying out the proposed PCB destruction for Westinghouse Canada/ABB Canada at 1632 Burlington Street, Hamilton, Ontario;
- (b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the MOE be waived so that the proposed work can be carried out as scheduled;
- (c) That no specific permits are required for the proposed work.


P.J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

**Decontamination of PCB's by PPM Canada Inc for Westinghouse Canada
at 1632 Burlington Street, Hamilton, Ontario**

BACKGROUND:

The West Central Office of the Ministry of the Environment (MOE) has received an application from PPM Canada Inc. for a Certificate of Approval to operate a Class 2 Mobile Destruction Site at 1632 Burlington Street, Hamilton, Ontario. The MOE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

Westinghouse Canada/ABB Canada has hired PPM Canada to carry out on-site PCB decontamination of 19 548 litres of contaminated mineral oil. The PCB material is stored in one holding tank and 38 drums at 1632 Burlington Street in Hamilton. The facility is located in a heavy Industrial zone well removed from residential areas.

The PCB destruction technology and procedures to be used by PPM Canada at the Westinghouse site has been fully approved by the Ministry of the Environment (Approval No. A840288, October 22, 1991).

The mode of operation proposed by PPM Canada Inc. consists of circulating the oil from drums through their mobile dechlorination equipment. The cleansed oil will then be taken to a MOE licensed waste oil recycler. All oil will be decontaminated to less than 2 parts per million. In total 19 548 litres of mineral oil, ranging in PCB concentration of 410 to 600 ppm will be decontaminated. According to MOE regulations, material which contains greater than 50 ppm PCBs is classified as a PCB waste.

The byproduct of the PPM Canada Inc. process will consist of approximately 19 548 litres of waste oil and 1/4 drum of contaminated solids. This material will be delivered to a MOE licensed facility namely Safety Clean, in Breslau, Ontario. If any waste is generated it will be placed in a drum, and put into the customer's 11/82 storage site.

No specific Municipal or Regional permits are required for the work proposed by PPM Canada Inc. as the work will be carried out entirely on Westinghouse Canada/ABB Canada property.

Under MOE regulation 148/86, governing PCBs, the Ministry is required to notify the City of Hamilton of the proposed work once the Certificate of Approval has been issued to PPM Canada Inc., a minimum of 30 days prior to the date for which operations at the site have been authorized to commence. The City of Hamilton may waive this 30 day notification period if the Municipality considers the letter requesting the confirmation of compliance with municipal requirements to be sufficient notice of the proposed work.

According to PPM Canada Inc. proposal has scheduled the work to be carried out during a one week period from July 1, 1992 to July 7, 1992, however the work will not commence until the MOE approval has been received.

3(f)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1992 June 12
E308-01 C. Rodgerson

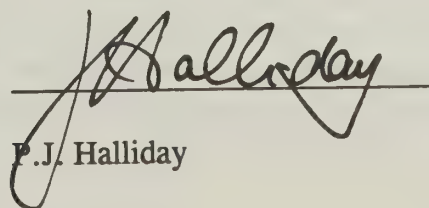
REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT: I. Waxman & Sons Limited - Application for a
Certificate of Approval for a Waste Disposal Site (Processing)

RECOMMENDATION:

- a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to I. Waxman & Sons Limited receiving a Certificate of Approval to operate a Waste Disposal Site (Processing) located at 500 Centennial Parkway North in Hamilton, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully;
- b) That a copy of this report and its attachments be submitted to the West Central Branch of the MOE for their consideration in the preparation of the Certificate of Approval regulating the operation of the facility proposed by I. Waxman & Sons Limited.


P.J. Halliday

Cont'd...

**I. Waxman & Sons - Application for a Certificate of Approval
for a Waste Disposal Site (Processing)**

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Office of the Ministry of the Environment (MOE) has received an application from I. Waxman & Sons Limited for a Certificate of Approval to operate an industrial transfer and processing site, located at 500 Centennial Parkway North in Hamilton. The MOE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

I. Waxman & Sons Limited has applied for the use and operation of a 13.32 acre transfer and processing site to service the entire Province of Ontario. The site is secured by a 1.8 meter high lockable security gate and the entire perimeter is secured by a chainlink/barb fencing to restrict illegal entry of unauthorized personnel.

The company has requested approval for the operation as a non-hazardous solid industrial waste processing facility. The facility will receive industrial, commercial and institutional (ICI) class wastes: wood wastes, drywall, mixed plastics, corrugated cardboard, fine paper, glass, ferrous and non-ferrous, brick and concrete, asphalt and stone, shingles, insulation, and newsprint.

Materials which are received at the site will be separated/sorted/screened/shredded and then processed according to their waste class. Recyclable materials such as wood, metal, paper, corrugated cardboard, and glass will be delivered to established recycling markets. The balance of waste materials will be moved on a daily basis for final disposal to a certified landfill.

The proponent will be requested to take the necessary actions to ensure that only non-recyclable waste which has been generated in this Region will be disposed of at Regional facilities, and that any non-recyclable wastes originating outside of this Region will be disposed of at licensed disposal facilities other than those under the jurisdiction of the Hamilton-Wentworth Region.

Cont'd ...

**I. Waxman & Sons - Application for a Certificate of Approval
for a Waste Disposal Site (Processing)**

BACKGROUND:(Cont'd)

In keeping with the established policy, Ministry officials have requested the City of Hamilton to comment on the viability of the proposed facility from a municipal jurisdictional perspective. In order to satisfy the City's and the Region's regulatory mandate, as well as the Ministry's request for comments, staff from various City and Regional departments were requested to review the background documentation provided by I. Waxman and Sons Limited, and to prepare a report on any comments or concerns they might have on the proposed facility.

We strongly urge the Ministry to ensure that regulatory agencies such as the Fire Department be requested to evaluate the viability of the proposal from their specific perspective. Comments and conditions should be considered in the Ministry's decision on the proposal as the Fire Department is not part of our review process.

Copies of the responses concerning the proposal, which were received from the City of Hamilton staff representing Traffic Services, Local Planning, and Noise Control, the Regional Environmental Sewer Use Control Office, are appended to this report. Further details pertaining to the proposed facility are too lengthy to append to this report and are available at the clerk's office for review.

CR/
W. Attach.

THE REGION OF HAMILTON-WENTWORTH

MEMORANDUM

FROM: Val Terluk
Manager
Solid Waste Operations

OUR FILE: E309-20
PHONE: 546-2158

SUBJECT: I. Waxman & Sons Limited
Application for a Certificate
of Approval for a Waste Disposal
Site (Processing) 500 Centennial Parkway North, Hamilton, Ontario

DATE: 1992 May 21

The Waste Management Division has reviewed the proposal application for a Certificate of Approval submitted by R.T. Recycling Technology. The Waste Management Division's mandate is to enforce Regional Solid Waste By-Law R80-098 which regulates the operation of the Regional Transfer Stations and the Regional Landfill Site which is located in the Township of Glanbrook.

The proponent should take the necessary actions to ensure that only non-recyclable waste which has been generated in this Region will be disposed of at Regional facilities, and that any non-recyclable wastes originating outside of this Region will be disposed of at licensed landfills other than those under the jurisdiction of the Hamilton-Wentworth Region.

In keeping with the Region's Solid Waste By-Law inert waste materials, such as construction and demolition debris, are unacceptable at either the Region's Transfer Stations or the Region's Landfill Site. In the event that the waste materials of this nature are unable to be processed into a saleable product the disposal of these materials would be unacceptable at our facilities.

CR/

DEPARTMENT OF ENVIRONMENTAL SERVICES

MEMORANDUM

TO: V. Terluk
Manager of Solid Waste Operations
Environmental Services Department

YOUR FILE: E309-20

FROM: P. Dunn
Environmental Control Officer
Environmental Services Department

OUR FILE:

PHONE: (416) 545-0804

SUBJECT: I. Waxman & Sons Limited
Application for a Certificate of Approval
for a Waste Disposal Site (Processing) at
500 Centennial Parkway North, Hamilton, Ontario

DATE: 1992 May 4

The proposal put forth by I. Waxman & Sons Limited as it stands appears to be acceptable from a sewer use standpoint with the provision that wastewater discharged from this operation complies with Sewer Use By-law R89-049. This wastewater may include:

- 1) Site run-off.
- 2) Any wastewater generated during clean-up period activities, ie: washing down the processing area floor.

The apparent non-toxic nature of the materials to be processed should not present any foreseeable problems with regard to sewer use.

A Best Management Practice (BMP) plan may also be required for this site.



**PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH**

MEMORANDUM

TO: Colin Rodgerson
Solid Waste Operations
YOUR FILE: E309-20

FROM: Victor Abraham *Victor Abraham*
Director of Local Planning
OUR FILE: P5-3-3-1

SUBJECT: 500 Centennial Parkway North -
Application for a Certificate of
Approval for a Waste Disposal Site
DATE: April 22, 1992

This memorandum is in response to the memorandum of Val Terlук dated April 14, 1992 requesting comments on the above-noted application for certificate of approval for a waste disposal site.

The subject lands are situated in the Lakely Neighbourhood in Hamilton's east end. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial.

According to our records, the zoning for the lands is "KK"; however, this should be confirmed directly with the Building Department as they are responsible for implementing and interpreting the City of Hamilton Zoning By-Law.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

- A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissible concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.
- A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The proposed waste processing facility does not conflict with the intent of the Hamilton Official Plan provided Provincial statutes and regulations in these matters are not contravened.

If you have any further questions, please contact Keith Exance at 546-4158.

KE/

c.c. A.L. Georgieff



THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

1992 May 05

Mr. Dale Turvey
Commissioner of Transportation and Environmental Services
Attention: Mr. Val Terluk, Manager of Solid Waste Operations

Dear Mr. Terluk:

Re: I. Waxman and Sons Limited
Application for Certificate of
Approval for Waste Disposal Site
Your File No. E309-20

In response to your memo of 1992 April 14, requesting comments from our Department relating to the above application, we provide the following.

The Traffic Department has no comment with respect to the application as submitted. Confirmation by Mr. Colin Rodgerson of your Department that access to the property will be maintained through existing driveways directly opposite Godrich Road and relating to the number of vehicles entering and exiting the plant on a daily basis are sufficient to indicate that this proposed use will have no additional impact on current transportation operations on Centennial Parkway North.

We trust this information will prove satisfactory. Should you have further questions, please contact Mr. Brian Malone, Traffic Operations Engineer at 546-4576.

Yours truly,


Murray R. Main, P. Eng.
Director of Traffic Services

 BJM/ks

c.c. Mr. Brian Malone, Traffic Operations Engineer

FINANCIAL ASSURANCE:

Assuming 1000 tonnes of material on site excluding recyclables, the final disposal cost based on today would be 29.95 ton U.S. Funds plus 20.00 ton transport (see attached BFI Disposal Agreement S-032717). Site remediation, rehabilitation excavation and disposal of contaminated soil if necessary, would be of a nominal cost not yet appraised. I.W.&S. would post a security bond to cover the cost estimate of the above.

- OHIO -

OUTRAGE - GOVT -

work - 10 MONTHS AT THE END OF THE YEAR
EXCLUDING RECYCLABLES.

- MAY -

- CLEAN-UP OF ONTREC

I



PROCESSING AND MARKETS:

I.W.&S. wishes to service through this facility all generators of the ICI waste classes, ie.

construction/demolition/educational/foodservice/healthcare/hotel-motel/manufacturing/multi-unit residential/office/retail shopping complex/other similar ICI waste generators.

Our firm collects waste materials from all area ICI profiles. Roll-off and lugger containers are placed at these facilities for collection and brought back to the company's processing centre for separation/sortation/screening/shredding-baling. The process begins with first running the incoming load over our fully electronic truck scale. The truck and load will be viewed by our yard inspector and if approved for dumping will be directed to the specific area to off load. After dumping the load will again be inspected for contamination (see contingency plan) and then will proceed back to the scaling area to weigh empty and pick up the processed paper work for that specific load.

Next in our process would be some initial hand and skid-loader sortation to extract large pieces of wood, steel, aluminum etc. Then the balance of the load would be placed via our IT28 Cat loader to the screen-all to further liberate the load of dirt, stones, (please view tape enclosed re. screen-all). Next to our Shred-Tech shredder which will further downsize the waste while ferrous materials will be pulled off by a magnetic head pulley. The balance of the material will be further hand sorted and or shipped off for non-ferrous recovery, while pure waste will be moved on a timely basis for final disposal to certified landfill or like facility as per item 7 of our application.

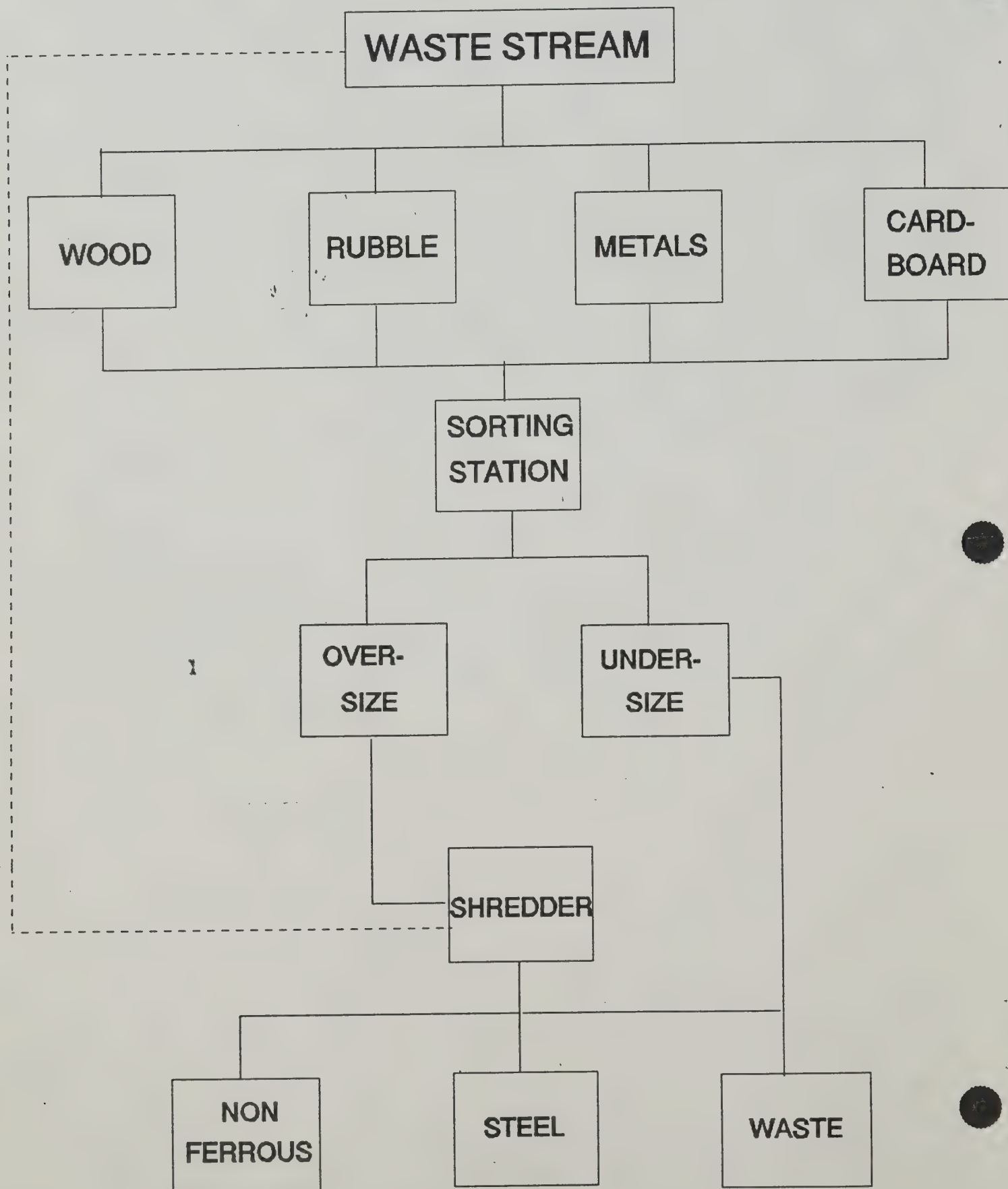
There will be a list of all equipment, fencing, gates etc. inspected and deficiencies observed. There will be trained personnel to remedy any malfunction to our equipment as well as a written record of maintenance conducted. We have in place at present a preventative maintenance program for all on site equipment associated with our existing metal recycling operation and will mirror this for our waste facility.

There are many markets for our recyclable materials and we plan to exploit all. Customers who purchase the shredded wood product in chip form are animal bedding operations as well as aesthetics for landscaping and fuel related avenues. Shredded ferrous commodity will be marketed through our vast network associated with our metal recycling operations.



Waxman-Lasco Steel, Whitby, Ontario jointly own I.W.&S. Ferrous Limited which operates our ferrous recycling yard on Windermere Road in Hamilton. Markets for such grades of scrap would be local homes such as Stelco, Dofasco, Slater Steels which we boast of excellent relations. Non-Ferrous commodities would be marketed through the Waxman Metals Group which has a vast network of homes such as Noranda, Alcan, Reynolds, American Brass, Falconbridge and many others to call upon for such scrap materials readily needed for their specific requirements. Paper products would be equally marketed to such buyers as Domtar and our local home of Paper Fibres in Hamilton. A copy of the "Market Page" is enclosed which outlines the various areas open to our company to move our final products.

WAXMAN ENVIRONMENTAL GROUP WASTE DIVERSION FACILITY





**APPLICATION FOR A CERTIFICATE OF APPROVAL
FOR A WASTE DISPOSAL SITE (PROCESSING)**

IMPORTANT NOTE:

If this application is for notification of changes in use, operations, or ownership, specify the MOE number on your certificate A 8216 and fill in only the data on this form which are being revised.

1. Applicant:

Municipal () Provincial () Other (X)

Name: I. WAXMAN & SONS LIMITED

Address: 500 CENTENNIAL PARKWAY NORTH Postal Code: L8E 2X5

City/Prov.: HAMILTON, ONTARIO Telephone: 416-560-1100

If Applicant not Municipal or Provincial complete the following:

() Proprietorship

Name, if different than applicant:

(X) Corporation: President's Name:

CHESTER WAXMAN

() Partnership - Name all partners:

(i)

(ii)

2. Land Owner:

Name: I. WAXMAN & SONS LIMITED

Address: 500 CENTENNIAL PARKWAY NORTH, HAMILTON, ONTARIO, L8E 2X5

3. Lessee: (if applicable)

Name: _____

Address: _____

4. Site Operator

Name: I. WAXMAN & SONS LIMITED
WAXMAN ENVIRONMENTAL GROUP

Title: GARY A. WAXMAN

Address: 500 CENTENNIAL PARKWAY NORTH, HAMILTON, ONTARIO L8E 2X5

5. Site Location:

City (X)

Concession: 1

Town () Name: HAMILTON

Lot No: 26

Village ()

Part of Lot: _____

Township ()

Street Address: 500 CENTENNIAL

Other _____

PARKWAY NORTH

Include a copy of the plan of survey of any lands on which the site is to be located.

6. Site Characteristics and Waste Category

- a. Present land use METAL RECYCLING (SALVAGE YARD)
- b. Present official plan designation of site INDUSTRIAL
- c. Present zoning category KK
- d. Present land use of all adjoining properties to be provided on location map.
- e. Rate at which site can receive waste per day.

Domestic _____ (☐) Tonnes (☐) Cu. Meters Commercial INC (☒) Tonnes (☐) Cu. Meters
IN 250
BELOW
Processed Organic Waste _____ (☐) Litres

If any of the following waste categories are intended to be received at the site, attached a description of each, including their source to the Application.

Liquid Industrial _____ (☐) Tonnes (☐) Cu. Metres Non Hazardous Solid Industrial 250 (☒) Tonnes (☐) Cu. Metres
(☐) Litres (☐) Litres

Hazardous _____ (☐) Tonnes (☐) Cu. Meters Other _____ (☐) Tonnes (☐) Cu. Meters
(☐) Litres (☐) Litres

- f. Number of days/year the site is open 256 MONDAY - SATURDAY

- g. Population served ONTARIO

- h. Names of all municipalities/major industries intended to be served by the site:

1) ONTARIO 4) _____
2) _____ 5) _____
3) _____

- i. Total area of site _____ hectares or 13.32 acres

- j. Estimated storage capacity: 1000 (☒) Tonnes (☐) Cu. Meters
(if intended for storage) (☐) Litres
(Rate per day and estimated capacity must be in the same measurement)

- k. Type of facility:

(☐) incineration
(☐) composting
(☒) resource recovery
(☐) stabilization/encapsulation
(☒) packing/baling
(☒) separation
(☒) storage
(☒) grinding/shredding
(☒) other (specify): RECYCLING/MANUFACTURING/TRANSFER

7. List all disposal site (for final disposal)

(i) Site Certificate No.: _____

Location: ALL APPROVED CANADIAN AND/OR U.S. LANDFILLS OR TRANSFER FACILITIES

(ii) Site Certificate No.: _____

Location: ie: PHILLIP ENTERPRISES, HAMILTON, ONTARIO
AMERICAN LANDFILL INC., WAYNESBURG, OHIO

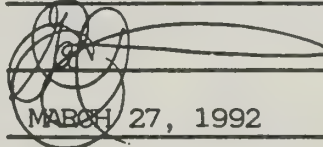
8. List all supporting documents submitted with this application:
COPY OF ARTICLES OF INCORPORATION AND MANAGEMENT PLAN
PLAN OF AREA SITE/LAND USE/SURVEY

9. **Signature**

Applicant Name (printed) GARY A. WAXMAN

Title VICE-PRESIDENT

(Signature)



Date

MARCH 27, 1992

SEAL OF COMPANY
(if applicable)

3(9)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 10
REPORT TO: K. Christenson, Secretary
Transport and Environment Committee
FROM: Mr. D. Turvey
Commissioner of Transportation/Environmental Services
SUBJECT: 1992 Transit Shelter Program

RECOMMENDATION:

- a) That the Transport and Environment Committee approve the 47 proposed transit shelter locations listed in attached Table 1 as candidate shelter locations for the 1992 HSR Shelter Program.
- b) That HSR install 27 shelters at these candidate locations in the priority indicated by the warrant scores and subject to finalizing the necessary encroachment agreements.
- c) That the remaining candidate shelter locations which do not receive a shelter through the 1992 HSR Shelter Program be considered for future years.

Dmit Muen

L.D. Turvey, P.Eng.

FINANCIAL IMPLICATIONS:

The proposed works are to be installed in accordance with the H.S.R. 1992 Shelter Capital Budget account number 16045-032.

STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A total of 27 shelters with the highest warrant scores from the attached list of 47 locations will be installed in 1992. The shelter locations have been listed in descending order according to the total warrant score ranking. The list of 47 shelter locations require approval as past experience has shown that property owners may not agree to an encroachment agreement, and therefore, the next location on the list would be eligible for a shelter in 1992.

continued ...

All drawings required to install the 27 shelters have been circulated to various City and Regional departments for their review. Construction of the shelters will not begin until approval from these departments has been received.

Each proposed shelter location is evaluated using 6 major criteria from the Hamilton Street Railway Warrant Sheet to determine priority listing. A detailed description of how proposed shelter locations are evaluated is shown on the attached Appendix A. The major warrant criteria categories are briefly described below:

Transit Shelter Warrant Criteria:

1. Physical Aspects - passenger exposure to the weather (e.g. a passenger waiting adjacent to a windswept field vs. a passenger waiting in an alcove of a building).
2. Passenger Usage - total number of daily boarding passengers at the bus stop.
3. Route Stability - indicates whether the route will be realigned within the next five years resulting in an unused shelter.
4. Passenger Waiting Time - half the peak hour and off peak hour headway; the greater the waiting time the more necessary a shelter becomes.
5. Land Use in neighbourhood - priority given to locations near hospitals, senior citizen homes, public buildings and transfer points.
6. Advertising Exposure - the entire shelter program, including capital and on-going maintenance costs, is supported by advertising revenues. Shelters with advertising panels are located at areas with high traffic volumes.

Each request for a transit shelter that was received was assessed on the basis of these criteria and given an overall warrant score. A number of the locations were not included in the recommended list of candidate locations for the following reasons:

- a) Insufficient land to install a shelter.
- b) Encroachment agreement denied.
- c) Redevelopment in the surrounding area.

The shelters not included for these reasons are listed below. Item C shelters will be carried over to the 1993 Shelter Program and be re-evaluated.

1992 On-hold and Rejected Shelter Requests:

- a) Insufficient land to install shelter:
 - 1. King St. E. at Wexford Ave., north east corner
(Requested by: customer)
 - 2. Limeridge Rd. W. opposite #195, north side
(Requested by: customer)
 - 3. Main St. E. at Strathearne Ave., north west corner
(Requested by: customer)
 - 4. Rymal Rd. E. at Republic Ave., north east corner
(Requested by: customer)
- b) Rejected due to denial of encroachment agreement:
 - 1. King St. E. at Nash Rd., north east corner
(Requested by: Councillor Agostino)
- c) On-hold due to review/redevelopment in the surrounding area:
 - 1. Upper Gage Ave. at Royal Vista Dr., north west corner
(Requested by: customer)
- adjacent land to be redeveloped
 - 2. Upper Gage Avenue at Rymal Road., north west corner
(Requested by: customer)
- adjacent land currently being redeveloped
 - 3. South leg of King St. E. between James & John, north side
(Requested by: customer)
- the implementation of transit shelters in the Gore Park is on hold until a needs study has been completed by the Gore Park Review Team.

LDT/DR
Attach.

TABLE 1

1992 PROPOSED SHELTER LOCATIONS (sorted by warrant score)
CITY OF HAMILTON

PAGE 1 OF 2

10-JUN-1992

NO.	STOP #	LOCATION	CORNER	SHELTER TYPE	SCORE	REQUEST ORIGIN	ENCR. REQ'D
1	50310	Upper Sherman Ave. at Fennell Ave.	N/W	NAD	84	Customer	YES
2	71309	Nash Rd. at Barton St. E.	S/W	AD	81	Customer	YES
3	82610	Main St. W. at Dundurn St.	S/W	AD	79	Customer	NO
4	50627	Limeridge Rd. at Upper Kenilworth Ave.	N/E	AD	77	Customer	YES
5	90907	Main St. E. at John St.	S/W	AD	76	Customer	YES
6	70227	John St. S. at Charlton Ave.	S/E	NAD	75	Customer	NO
7	72321	Barton St. E. at Earl St.	N/W	AD	74	Councillor Morelli	YES
8	72342	Barton St. E. at Frederick St.	S/W	AD	74	Councillor Hinkley	YES
9	60335	Upper Paradise at St. Thomas More S.S.	E/Side	AD	71	Customer	YES
10	82643	Main St. W. at C.N.I.B.	N/Side	CAN	70	Customer	YES
11	51322	Mohawk Rd. E. at Upper Sherman Ave.	S/W	AD	69	Customer	NO
12	51243	Fennell Ave. at High St.	N/E	AD	69	Customer	NO
13	71339	Quigley Rd. at Greenhill Ave.	N/E	AD	69	Customer	NO
14	82622	Main St. W. at Dow St.	S/W	NAD	68	Customer	NO
15	72579	King St. E. at Owen Pl.	N/E	NAD	67	Councillor Agostino	NO
16	51448	Limeridge Rd. at Upper Kenilworth Ave.	S/W	NAD	67	Customer	NO
17	81108	University Ave. opp. College Crs.	N/Side	NAD	65	Customer	YES
18	51328	Mohawk Rd. at Upper Gage Ave.	S/W	AD	64	Customer	NO
19	72576	King St. E. opp. Nash Rd.	S/Side	AD	64	Councillor Lombardo	NO
20	50520	Upper Ottawa St. at Mohawk Rd.	N/W	AD	62	Customer	NO
21	60129	West 5th St. at Limeridge Rd. W.	S/E	AD	62	Customer	NO
22	71127	Parkdale Ave. S. at Central Ave.	S/E	NAD	61	Customer	NO
23	72338	Barton St. E. at Ottawa St.	S/W	CAN	61	Customer	NO

LEGEND:

AD - Advertising Shelter
 NAD - Non-Advertising Shelter
 CAN - Canopy Shelter
 * - Under Investigation
 ENCR. REQ'D - Encroachment Required

TABLE 1

1992 PROPOSED SHELTER LOCATIONS (sorted by warrant score) PAGE 2 OF 2
CITY OF HAMILTON

10-JUN-1992

NO.	STOP #	LOCATION	CORNER	SHELTER TYPE	SCORE	REQUEST ORIGIN	ENCR. REQ'D
24	50031	Upper James St. at Stone Church Rd.	S/E	AD	59	Customer	NO
25	72642	Main St. E. at Huxley Ave.	S/W	AD	59	Customer	YES
26	71145	Mt. Albion Rd. opp. Glen Castle Dr.	E/Side	AD	58	Councillor Agostino	YES
27	72359	Barton St. E. at Walter St.	N/E	AD	58	Customer	YES
28	72105	Burlington St. E. at Ferguson Ave. N.	N/E	NAD	56	Customer	NO
29	72630	Main St. E. opp. #1039	S/Side	AD	56	Customer	NO
30	50327	Upper Sherman Ave. at Lapp St.	S/E	AD	55	Customer	NO
31	50149	Upper Wellington St. opp. Como Pl.	E/Side	AD	55	Customer	NO
32	71424	Beach Blvd. at Van Wagners Beach Rd.	N/W	AD	55	Customer	NO
33	72674	Queenston Rd. at #770	S/Side	AD	54	Customer	NO
34	60333	Upper Paradise Rd. at Skyview Dr.	S/E	NAD	54	Customer	NO
35	81003	Franklin Rd. at Longwood Rd.	N/W	NAD	53	Councillor Kiss	NO
36	80713	Locke St. S. at Hunter St. W.	S/E	NAD	51	Customer	YES
37	81123	Emerson St. at Royal Ave.	S/E	NAD	51	Councillor Kiss	YES
38	60337	Upper Paradise Rd. at Rymal Rd.	N/E	NAD	50	Customer	NO
39	50262	Upper Wentworth St. at Essling Ave.	N/W	NAD	49	Councillor Gallagher	NO
40	72152	Burlington St. E. at Parkdale Ave.	S/W	NAD	49	Customer	YES
41	61406	Limeridge Rd. W. at #195	S/Side	NAD	49	Customer	*
42	50140	Upper Wellington St. at Stone Church Rd.	N/W	AD	46	Councillor Gallagher	NO
43	72584	Greenhill Ave. at Tasha Ct.	N/W	NAD	46	Customer	NO
44	81114	McMaster Service Rd. at Main St. Exit	S/W	NAD	45	Customer	YES
45	60233	Garth St. opp. #1440	E/Side	NAD	44	Councillor Ross	NO
46	80117	MacNab St. N. at York Blvd.	N/E	NAD	43	Customer	NO
47	51420	Limeridge Rd. E. at Upper Wentworth St.	S/E	NAD	42	Councillor Gallagher	*

LEGEND:

AD - Advertising Shelter
 NAD - Non-Advertising Shelter
 CAN - Canopy Shelter
 * - Under Investigation
 ENCR. REQ'D - Encroachment Required

18.0 TRANSIT SHELTER REQUESTS

During the course of a year numerous requests for new transit shelters are received for various locations. Every requested location must be investigated by the bus stop administrator to determine if a shelter is warranted.

18.1 Analysis and Evaluation

At any given time requests for new bus shelters will be received from Councillors, passengers, operators or activity centres such as senior citizen homes. Every request must be analyzed and evaluated to justify or reject possible locations.

This process is outlined on Figure 19 "Annual Bus Shelter Program - Analysis and Evaluation Process."

Figure 20 "Bus Shelter Installation Warrants - Relative Importance of Various Factors" outlines the total score that each variable may have and its impact on the total rating. As shown on the warrant sheet illustrated on Figure 21 "Warrants for Transit Shelter Installation" various factors are investigated and designated a rating which reflects the poor or good condition thereof.

The following factors are examined.

(a) Physical Aspects:

- a location that is completely exposed to the weather, for example on an open windswept corner lacking any protection from the weather
- a well lit area is preferred to deter vandalism
- the shelter should not be a sight obstruction; refer to sight distance criteria supplied by the City of Hamilton Traffic Dept. as illustrated on Figure 22

(b) Passenger Usage:

- preference should be given to a well utilized stop

(c) Route Stability:

- if the route may be realigned within the next five years any stop location that could be affected should be avoided
- if there are no foreseen route realignments and no major alignments have occurred in recent history, it is desirable

(d) Passenger Waiting Time:

- the greater the passenger waiting time between buses the better the location for a shelter
- off peak headways, as opposed to peak headways, are the major determinant in this category due to the reduced frequency of service

(e) Land Use:

- as the density in the area surrounding a proposed shelter increases the better the impact of the shelter on the neighbourhood

(f) Advertising Exposure:

- the shelter program is supported through revenues generated by the advertising within the shelter

In conjunction with the proposed shelter locations, existing shelters should be investigated to determine if replacements are required.

Upon completion of the analysis and evaluation phase the new locations are prioritized based on the total scores as summarized on the warrant sheets. Locations with the highest totals are given top priority.

After selecting the locations where a new shelter will be installed it may be necessary to undertake an encroachment

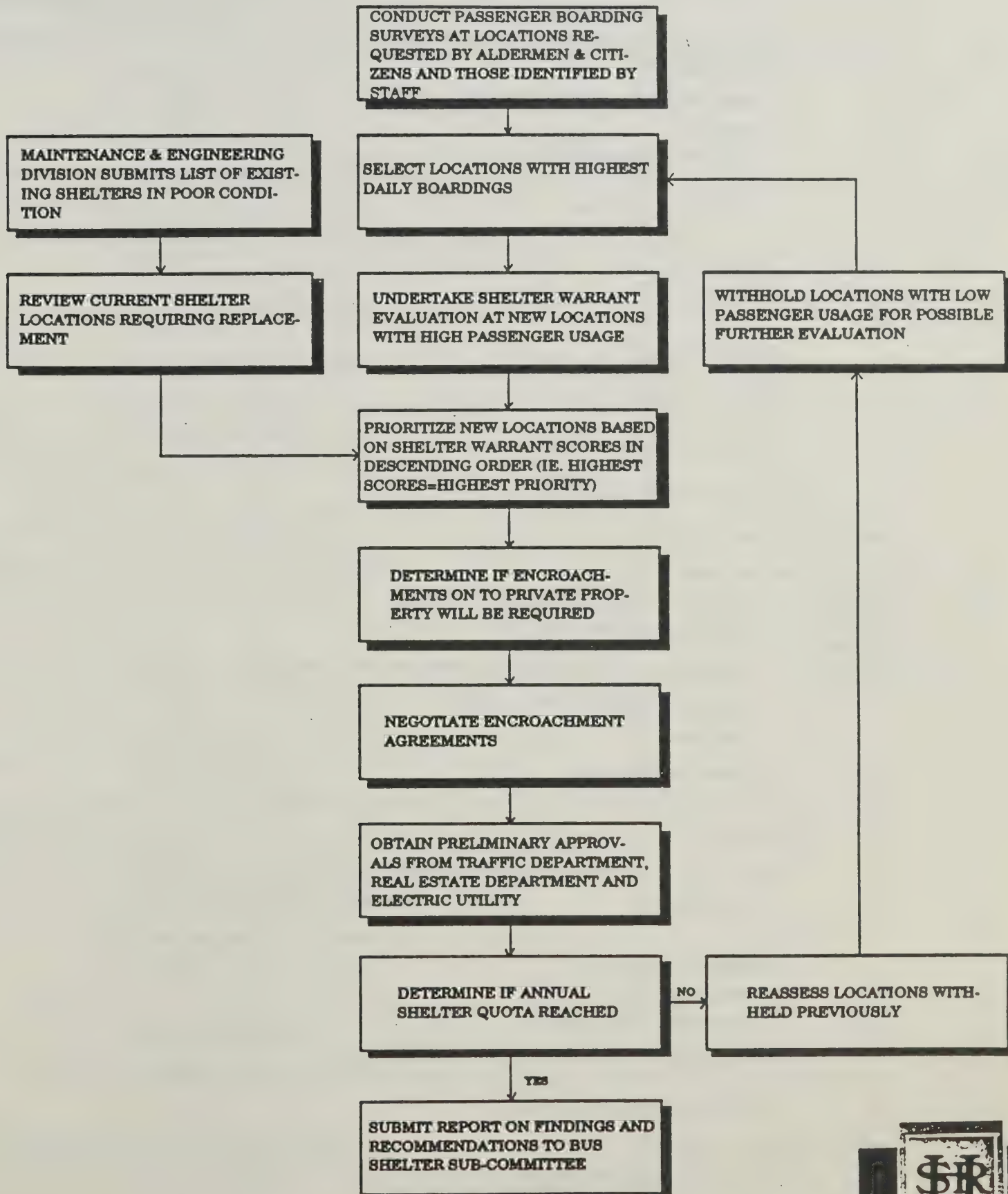
summarized on the warrant sheets. Locations with the highest totals are given top priority.

After selecting the locations where a new shelter will be installed it may be necessary to undertake an encroachment agreement with private property owners if a shelter is to encroach. Even though a location ranks high in the foregoing evaluation process, installation may not be possible if there is insufficient road allowance width available, and/or the property owner does not choose to permit an encroachment.

Depending upon the location, power hookups may be required to provide background lighting to the advertising panels. The bus stop administrator must conduct site visits with a representative of the following utility companies depending on the location:

- (a) Hamilton Hydro
- (b) Stoney Creek Hydro
- (c) Dundas Hydro
- (d) Ancaster Hydro

FIGURE 19
ANNUAL BUS SHELTER PROGRAM
ANALYSIS & EVALUATION PROCESS



BUS SHELTER INSTALLATION WARRANTS
RELATIVE IMPORTANCE OF VARIOUS FACTORS



FACTOR	RELATIVE IMPORTANCE IN PERCENT- AGE OF TOTAL POINTS	
A. PHYSICAL ASPECTS EXPOSURE TO WEATHER CONDITIONS LIGHTING SIGHT DISTANCE OBSTACLE	15 % 5 % 5 %	
ALL PHYSICAL ASPECTS	25 %	
B. PASSENGER USAGE NUMBER OF BOARDING PASSENGERS	25 %	
TOTAL USAGE	25 %	
C. ROUTE STABILITY ROUTE CHANGES IN NEXT 3 YEARS YEARS ROUTE UNCHANGED	5 % 5 %	
TOTAL STABILITY	10 %	
D. PASSENGER WAITING TIME HALF OF HEADWAY - PEAK HOUR (DURING RUSH HOURS) HALF OF HEADWAY - OFF PEAK HOUR	5 % 15 %	
TOTAL LENGTH OF WAIT	20 %	
E. LAND USE	10 %	
TOTAL LAND USE	10 %	
F. ADVERTISING EXPOSURE MINIMUM COMB* RATING: 7,000 RECORDED COMB RATING: _____ *COMB - CANADIAN OUTDOOR MEASUREMENT BOARD	10 %	
TOTAL ADVERTISING EXPOSURE	10 %	
TOTAL (A TO F) ALL FACTORS	100 %	

HAMILTON STREET RAILWAY MARKETING & CUSTOMER SERVICES DIVISION TRANSIT SHELTER WARRANT SHEET

SURVEY DATE: _____ COMPLETED BY: _____ STOP NO.: _____

LOCATION: ON _____ SIDE: _____ AT _____

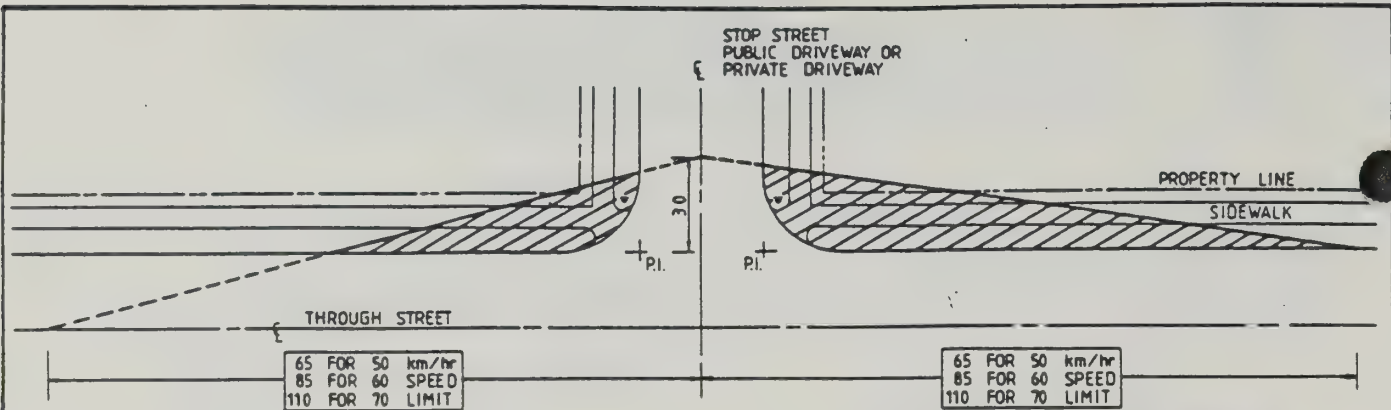
CORNER: _____ ROUTE(S): _____ DIRECT: _____ MUNIC.: _____

A.	PHYSICAL ASPECTS				
	EXPOSURE TO WEATHER _____	FULL (15)		AVERAGE (10)	MINIMUM (5)
	BUS STOP AREA LIGHTING _____	GOOD (5)		POOR (0)	
	SIGHT DISTANCE OBSTACLE _____	NO (5)		YES (0)	
B.	PASSENGER USAGE				
	NUMBER OF BOARDING _____	HIGH	HIGH/AVG	AVERAGE	LOW/AVG
	_____ PASSENGERS PER DAY	>100	61-100	41-60	21-40
		(25)	(20)	(10)	(5)
C.	ROUTE STABILITY				
	ROUTE CHANGES IN NEXT 5 YEARS _____	NO (5)	YES (0)		
	YEARS ROUTE UNCHANGED _____	>20 (5)	20-5 (3)	<5 (0)	
D.	PASSENGER WAITING TIME	PEAK HOUR		OFF PEAK HOUR	
		<2.0	(0)	<4.0	(0)
	HALF PEAK HOUR HEADWAY _____	2.1 - 4.0	(1)	4.1 - 8.0	(3)
		4.1 - 6.0	(2)	8.1 - 12.0	(6)
	HALF OFF PEAK HOUR HEADWAY _____	6.1 - 8.0	(3)	12.1 - 16.0	(9)
		8.1 - 10.0	(4)	16.0 - 20.0	(12)
		10.1 >	(5)	20.1 >	(15)
E.	LAND USE IN NEIGHBOURHOOD	UNDEVELOPED	(0)	RETAIL	(8)
		INDUSTRIAL	(5)	TRANSFER PT.	(10)
		RESID. SINGLE	(7)	HOSPITAL	(10)
		RESID. MULTI	(8)	SENIORS HOME	(10)
		SCHOOL/CHURCH	(8)	PUBLIC BLDG.	(10)
F.	ADVERTISING EXPOSURE	APPROACH SIDE GREATER		NON-APPROACH SIDE LESS	
		THAN 7000 (10)		THAN 7000 (0)	
	COMB* RATING				
	- APPROACH SIDE _____				
	- NON-APPROACH SIDE _____				
	TOTAL A. TO F. _____				
G.	EASE OF IMPLEMENTATION				
	ENCROACHMENT REQUIRED _____				
	MAJOR SITE EXCAVATION REQUIRED _____				
	CLEARANCES REQUIRED:				
	HBA BENCH REMOVAL REQUIRED:	YES		NO	
H.	OTHER CONSIDERATIONS				
I.	CONCRETE LANDING PAD REQUIRED	YES		NO	
		WIDTH:		LENGTH:	

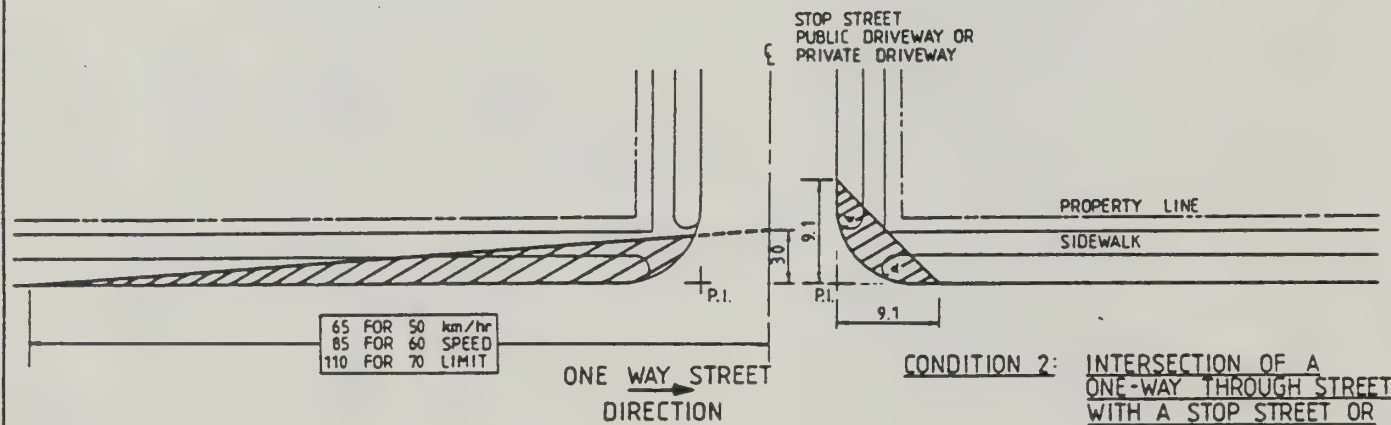
* COMB - CANADIAN OUTDOOR MEASUREMENT BOARD

HBA - HAMILTON BENCH ADVERTISING, BENCH MUST BE REMOVED IF AN ADVERTISING DAYTECH IS INSTALLED

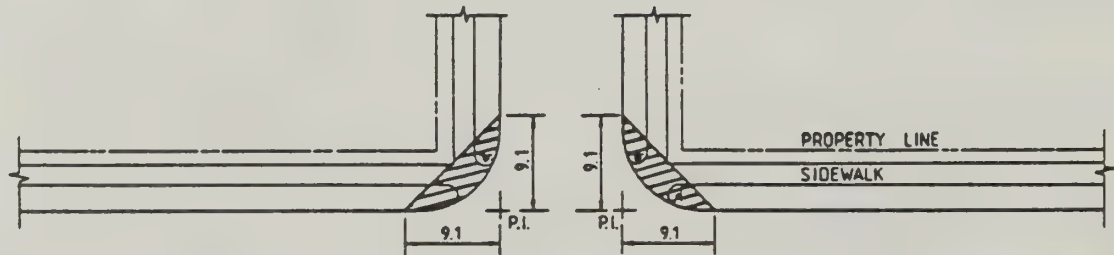
SITE INVESTIGATION DRAWING ON REVERSE



CONDITION 1: INTERSECTION OF A TWO-WAY THROUGH STREET WITH A STOP STREET OR DRIVEWAY



CONDITION 2: INTERSECTION OF A ONE-WAY THROUGH STREET WITH A STOP STREET OR DRIVEWAY



CONDITION 3: INTERSECTION OF TWO STOP STREETS

NOTE: ALL DIMENSIONS ARE IN METRES

LEGEND:

- AREA WITHIN WHICH NO OBJECT OBSTRUCTING VISION SHOULD BE PLACED
- STOP SIGN

0	REDRAWN FROM EXISTING DT 500, CONDITIONS 1 AND 2 REVISED	87-09-08	LH			
NO.	REVISION	DATE	BY	APPROVED		

NOTES	APPROVALS	CITY OF HAMILTON TRAFFIC DEPARTMENT	SCALE: N.T.S.
		<p>FIGURE 22</p> <p>STANDARD CRITERIA FOR EVALUATION OF SIGHT LINES</p>	DRAWN: L. HARVEY
			CHECKED:
	THE REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH		DATE: 1987: 09: 08
	DIRECTOR OF TRANSPORTATION PLANNING		
	COMMISSIONER OF TRANSPORTATION		

18.2 Approval Process

Upon completion of the analysis and evaluation process and the shelter locations have been selected, it is necessary to seek approval, dependent upon the municipality within which the shelter is located, from one of the following:

- (a) City of Hamilton
 - Transport and Environment Committee
 - City Council
- (b) City of Stoney Creek
 - Engineering Committee
 - City Council
- (c) Town of Dundas
 - Planning and Development Committee
 - Town Council
- (d) Town of Ancaster
 - Planning Department, Project Supervisor
 - Town Council

Figure 23 "Annual Bus Shelter Program Approval Process - City of Hamilton" outlines the steps involved.

FIGURE 23



ANNUAL BUS SHELTER PROGRAM APPROVAL PROCESS

CITY OF HAMILTON

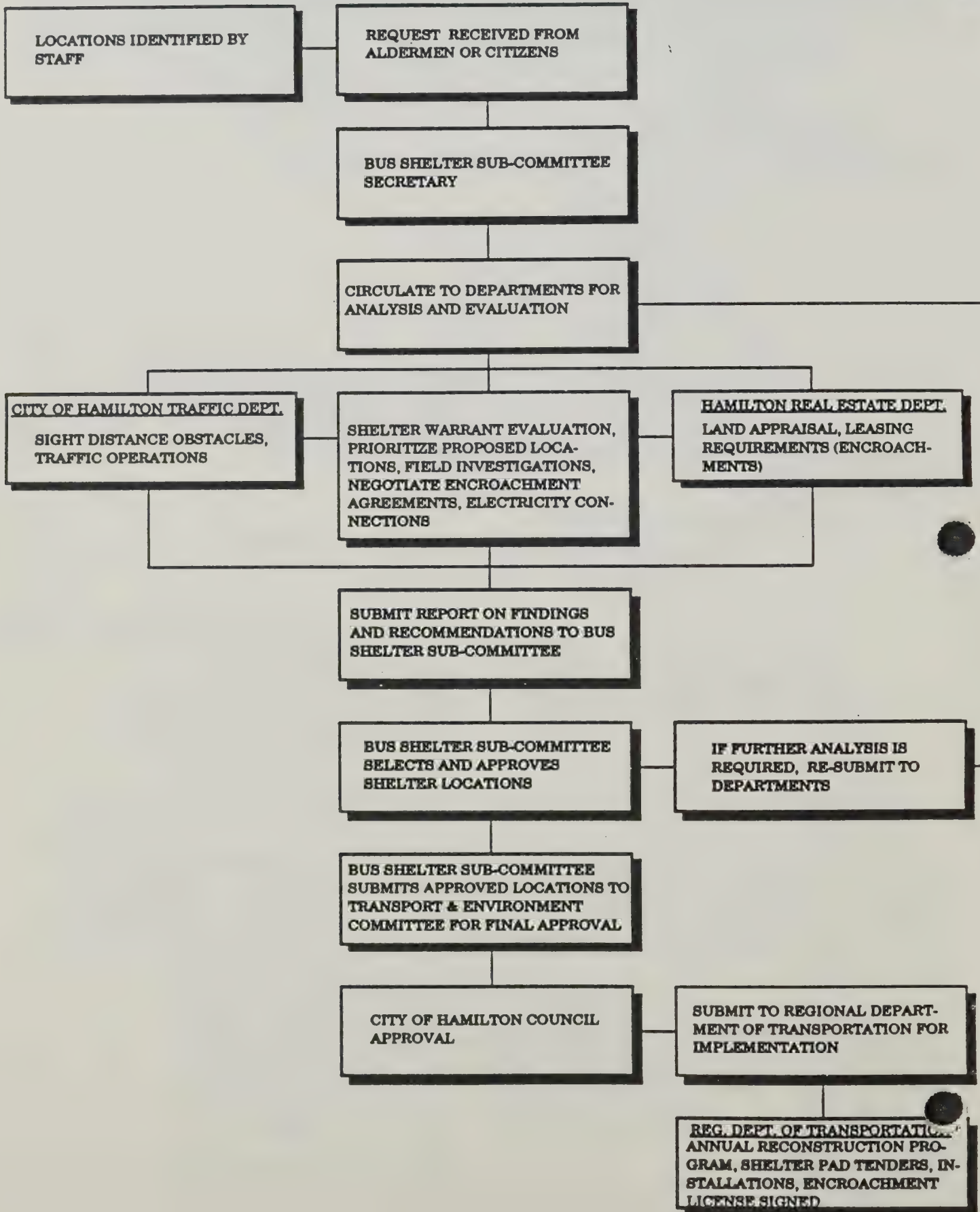
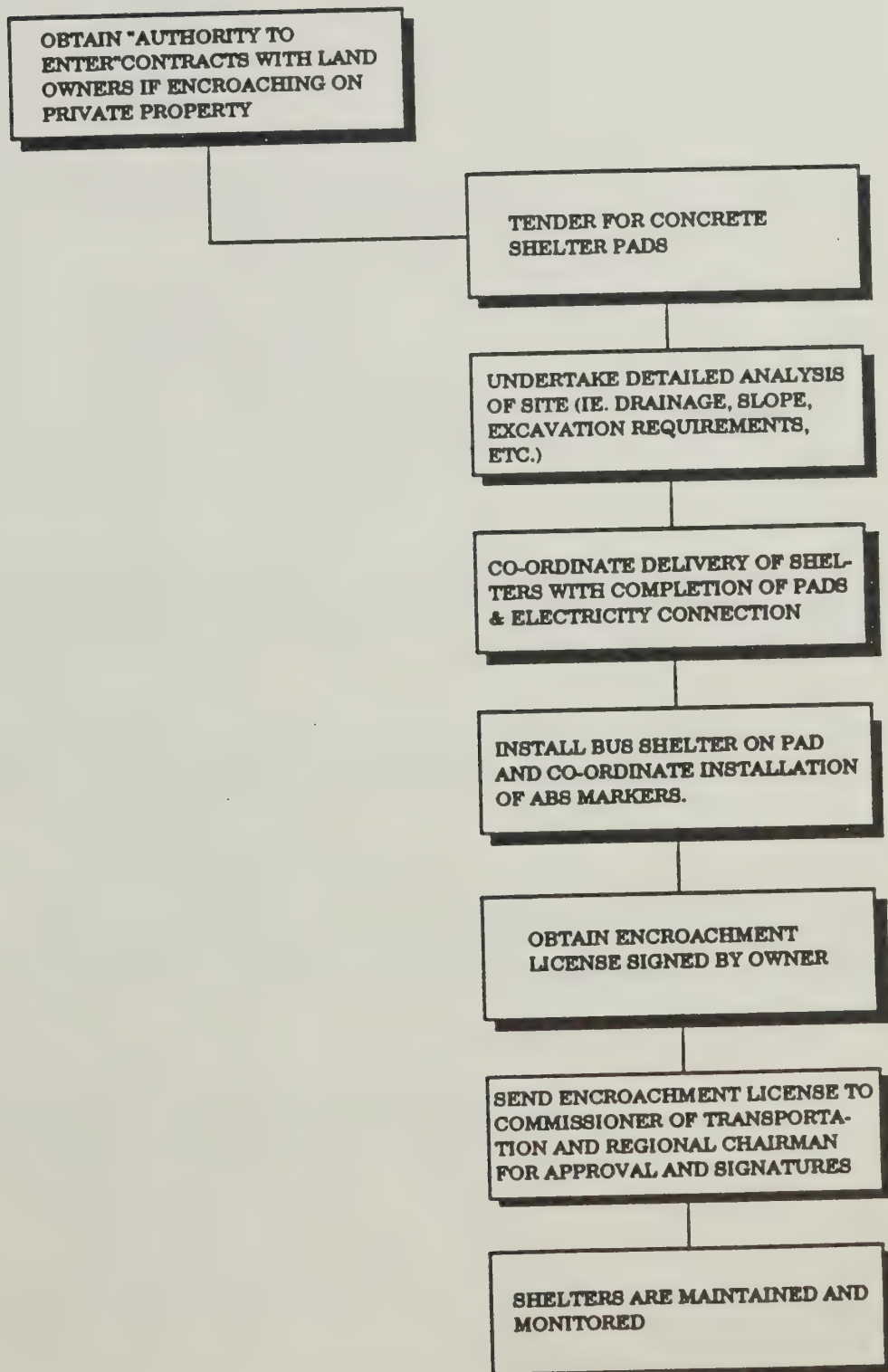




FIGURE 24
ANNUAL BUS SHELTER PROGRAM
IMPLEMENTATION PROCESS



3(h)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 16
S701-67 (P.Strong)
S702-44
S718-75
S719-65
S716-33 (M.J. Inrig)
S718-72
S719-70

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: 1992 Servicing Expenditure Related to Subdivisions

RECOMMENDATION:

- a) That the portion of Item 17 of the 9th Report of the Transport and Environment Committee adopted by City Council on June 25, 1991, which refers to the approval of engineering schedules for Bar-Brock Estates - Phase 3, Hamilton, be deleted.
- b) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreements with the Owners for the estimated cost of services in;
 - i) "ACADIA ESTATES", Hamilton
City's Share \$59,478.00 Owner's Share \$101,845.00
 - ii) "BAR-BROCK ESTATES - PHASE 3", Hamilton (Revised Schedules "E and F")
City's Share \$ -NIL- Subdivider's Share \$252,970.43
 - iii) "PRIMECAN ESTATES", Hamilton
City's Share \$328,994.00 Subdivider's Share \$307,467.00

Cont'd

1992 Servicing Expenditure Related to Subdivisions

Cont'd

iv) "RYMAL SQUARE ESTATES - PHASE 2", Hamilton

City's Share \$13,576.80 Subdivider's Share \$217,103.65

v) "SUMMERFIELD AT THE ORCHARDS", Hamilton

City's Share \$139,093.00 Subdivider's Share \$196,828.00

- c) That the revised schedules of works for "Sandrina Gardens - Phase 1", Hamilton, be adopted for inclusion in the Subdivision Agreements with the Owners, and that the previously approved appropriation for the City's share be reduced from \$160,296.00 to \$55,941.00.
- d) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Acadia Estates", Hamilton, Bar-Brock Estates - Phase 3", Hamilton, "Primecan Estates", Hamilton, "Rymal Square Estates - Phase 2", Hamilton, "Sandrina Gardens - Phase 1", Hamilton and "Summerfield at the Orchards", Hamilton.
- e) That approval of the above noted clauses be subject to the condition that no work has commenced on the installation of services except as provided for in Section "f" below.
- f) That in the event the Owners wish to proceed prior to the registration of the Final Plans and Subdivision Agreements they should be allowed to do so at their own risk provided they enter into standard agreements with the City of Hamilton for pre-servicing.
- g) That the City's share for the services in "Acadia Estates", (\$59,478.00), "Primecan Estates", (\$328,994.00), "Rymal Square - Phase 2", (\$13,576.80) and "Summerfield at the Orchards", (\$139,093.00) be approved and that the Finance and Administration Committee recommend the source of funding for these projects.
- h) That the Commissioner of Transportation/Environmental Services be authorized and directed to prepare the necessary By-Laws to;
 - i) establish the extension of Duncairn Crescent easterly from the existing eastern limit to the west limit of "Summerfield at the Orchards" subdivision and,
 - ii) establish the extension of Gondola Street southerly and easterly from the existing southern limit to the west limit of "Summerfield at the Orchards" subdivision

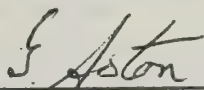
Cont'd

1992 Servicing Expenditure Related to Subdivisions

Cont'd

as a public road allowance as shown on a Plan of Reference prepared by P.J. Sheehy, O.L.S. in order to provide road access to the "Summerfield at the Orchards" subdivision.

- i) That the Commissioner of Transportation/Environmental Services be authorized and directed to prepare the necessary By-Laws to establish Part 1 of a Reference Plan prepared by P.J. Sheehy, O.L.S. as part of the Towercrest Drive road allowance in order to provide road access from Upper Wellington Street to "Primecan Estates" subdivision.
- j) That upon registration of the Final Plan of Subdivision for "The Gardens of Rymal - Phase 2", in accordance with current City Policy, the Treasurer for the City of Hamilton be authorized and directed to financially compensate the Owners (Benemar Construction Inc.) in the amount of \$160,000.00 for excess lands dedicated to the City for roadway purposes on Upper Wentworth Street which are beyond the maximum 26.0 metre width required by the City, and that the Finance and Administration Committee recommend the source of funding.
- k) That the Final Plan of Subdivision for "Summerfield at the Orchards", Hamilton not be released for registration until the Final Plan of Subdivision for "Orchard Park Estates - Phase 1", Hamilton has been registered.


E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

For the information of the Committee, the total value of the City's share of services being approved under the report will exceed the current balance of monies unexpended for 1992. The 1992 Capital Budget appropriation to the reserve for expenditures associated with subdivision development was \$800,000. In 1992, a total of \$616,100 has been approved for City services, and there is a remaining balance in the reserve of \$395,000.

The net amount to be financed for all projects listed in this report is \$596,787.00, which exceeds the current balance by \$201,787.00. The Finance and Administration Committee will have to recommend the method of financing all monies required under this report.

"ACADIA ESTATES"

The total estimated cost of the City's share of services to be approved at this time for Acadia Estates is \$59,478.00.

Cont'd

1992 Servicing Expenditure Related to Subdivisions

Cont'd

A portion of the City's share of costs (\$795.90) is associated with extra depth asphalt which is being installed on Acadia Drive and is non-recoverable in the future.

The remaining portion of the City's share (\$58,682.10) is associated with the above ground services being installed adjacent to privately owned lands adjacent to the plan of subdivision. This portion of the City's share is fully recoverable and can be collected through the mechanism of 0.30m reserves when the adjacent lands are developed (see Schedule "A").

"BAR-BROCK ESTATES - PHASE 3"

No City share for service to be installed for Bar-Brock Estates - Phase 3 (see Schedule "A").

"PRIMECAN ESTATES"

The total estimated cost of the City's share of services to be approved at this time for Primecan Estates is \$328,994.00.

A portion of the City's share of costs (\$34,562.00) is associated with extra width asphalt on Towercrest Drive and extra depth asphalt on both Towercrest Drive and Colin Crescent. The remaining portion of the City's share of costs (\$294,432.00) is associated with the installation of municipal services, both above and below ground on Upper Wellington Street, Towercrest Drive and Colin Crescent adjacent to lands owned by the City. The cost sharing between the City and the Owner are in accordance with current City of Hamilton cost sharing policies, and there will be no recovery of monies in the future for the City's share of costs in this subdivision.

"RYMAL SQUARE ESTATES - PHASE 2"

The total estimated cost of the City's share of services to be approved at this time for Rymal Square Estates - Phase 2 is \$13,576.80 (see Schedule "A").

The City's share for the cost of services (\$13,576.80) is associated with extra depth asphalt to be installed on Acadia Drive. The cost sharing between the City and the Owner are in accordance with current City of Hamilton cost sharing policies, and there will be no recovery of the monies in the future for the City's share of costs in this subdivision.

"SANDRINA GARDENS - PHASE 1"

The total estimated cost of the City's share of services to be approved at this time for Sandra Gardens - Phase 1 is \$55,941.00.

Cont'd

1992 Servicing Expenditure Related to Subdivisions

Cont'd

A portion of the City's share of costs (\$27,398.00) is associated with extra width asphalt on Terni Boulevard and Cadham Boulevard. The remaining portion of the City's share of costs (\$28,543.00) is associated with extra depth asphalt on Terni Boulevard, Cadham Boulevard and Upper Gage Avenue. The cost sharing between the City and the Owner are in accordance with current City of Hamilton cost sharing policies, and there will be no recovery of the monies in the future for the City's share of the costs in this subdivision.

"SUMMERFIELD AT THE ORCHARDS"

The total estimated cost of the City's share of services to be approved at this time for Summerfield at the Orchards is \$139,093.00

A portion of the City's share of costs (\$15,520.00) is associated with municipal services, both above and below ground, adjacent to lands owned by the City where Duncairn Crescent meets Gondola Street. The City is also cost sharing for fencing (\$7,618.00) adjacent to a future City Park and extra depth asphalt (\$4,916.00) on Duncairn Crescent. The City's share for the above municipal services are non-recoverable in the future.

The remaining portion of the City's share (\$111,039.00) is associated with above ground services being installed adjacent to lands of The Ministry of Government Services and the Separate School Board. This portion of the City's share is fully recoverable and can be collected through the mechanism of 0.30 metre reserves when the adjacent lands are developed.

BACKGROUND:

"ACADIA ESTATES"

On May 12, 1992, City Council approved a recommendation to enter into a Subdivision Agreement between the City and the Owner (Carriage Gate Homes Ltd.). The development of Acadia Estates will result in the creation of 22 single family lots.

The estimate of costs have been calculated in accordance with the present City cost sharing policies. There will be a City share of \$59,478.00 and a portion of that share (\$58,682.10) can be recovered through the mechanism of 0.3 metre reserves, the remainder (\$795.90) is non-recoverable in the future.

The lands of Acadia Estates are located west of Upper Sherman Avenue and south of Stone Church Road East in the Butler Neighbourhood.

Cont'd

1992 Servicing Expenditure Related to Subdivisions

Cont'd

"BAR-BROCK ESTATES - PHASE 3"

On March 29, 1988 City Council approved Item No.16(b) of the 6-88 Report of Planning and Development Committee for the draft plan of Queendale Garden Homes Ltd., owner of "Bar-Brock Estates - Phase 3". These lands are located in the Eleanor Neighbourhood. This development will create 32 single family residential units. There is no City share for this development (see Schedule "A" attached).

"PRIMECAN ESTATES"

On March 12, 1991, City Council approved a recommendation to enter into a Subdivision Agreement between the City and the Owner of Primecan Estates subdivision (Primecan Holdings Inc.). The development of Primecan Estates will result in the creation of eleven (11) single family residential lots, one Block for low density apartments (approx. 19 units), one Block for medium density apartments (approx. 24 units) and one Block for attached housing (approx. 70 units).

The estimate of costs have been calculated in accordance with present City Policy. There will be a City share of \$328,994.00 which is non-recoverable due to oversizing of the roadways and City lands adjacent to the subdivision.

In order to provide road access to Primecan Estates subdivision, it will be necessary for the City to incorporate a portion of their lands into the Towercrest Drive road allowance and open the lands by By-Law as a public right-of-way.

The lands of Primecan Estates Subdivision are located on the west side of Upper Wellington Street, south of the proposed east/west portion of the Red Hill Expressway in the Jerome Neighbourhood.

"RYMAL SQUARE ESTATES - PHASE 2"

On January 30, 1990, City Council approved a recommendation to enter into a subdivision agreement between the City and the Owner of Rymal Square Estates - Phase 2 (Rymal Square Development Inc.). The development of this subdivision will result in the creation of 37 single family residential lots.

The City's share for the cost of services is \$13,576.80, for extra depth asphalt on Acadia Drive, and is non-recoverable in the future. This development is located in the Butler Neighbourhood south of Stone Church Road East and east of Upper Wentworth Street.

SANDRINA GARDENS - PHASE 1

On November 7, 1989, City Council approved the draft plan of the Owner (DiCenzo Construction Company Ltd.). One condition of the draft plan approval is that the

Cont'd

1992 Servicing Expenditure Related to Subdivisions

Cont'd

Owner enter into a subdivision agreement with the City of Hamilton. The development of this subdivision will result in the creation of 23 lots, and one block for townhouses. The lands of Sandrina Gardens - Phase 1 are located in the Broughton East and West Neighbourhood south of Rymal Road East.

SUMMERFIELD AT THE ORCHARDS

On July 25, 1989, City Council approved a recommendation to enter into a Subdivision Agreement with the Owner of Orchard Park Estates subdivision. The original Orchard Park Estates Draft Plan is now being developed in smaller phases and Summerfield at the Orchards is a smaller phase of that original draft plan. The development of this subdivision will result in the creation of thirty one (31) single family residential lots, and create the potential for eighteen (18) future lots with the extension of Duncairn Crescent and Gondola Street.

In order to provide road access to Summerfield at the Orchards subdivision, it will be necessary to extend Duncairn Crescent and Gondola Street to the west limit of the subdivision. The lands required for the extension of the two streets will be transferred from the Owner to the City by deed prior to registration of the Final Plan of Subdivision. Upon registration of the Final Plan, the City will be required to open the lands for the roadways as a public right-of-way by By-Law.

The lands of Summerfield at the Orchards are located east of Garth Street and north of Stone Church Road West in the Gourley Neighbourhood.

THE GARDENS OF RYMAL - PHASE 2

Under the Final Plan of Subdivision for The Gardens of Rymal - Phase 2, the subdivider (Benemar Construction Inc.) will be establishing the extension of Upper Wentworth Street from the southern limit of the Hamilton Board of Education Lands southerly to the south limit of the City of Hamilton. The width of the Upper Wentworth Street road allowance will be established at 36.00 metres on the Final Plan Subdivision.

As the extension of Upper Wentworth Street southerly from Rymal Road East terminates at the Hamilton City Limits it is being considered a dead-end street. Current Regional Policy states that the Region will not assume any road allowance which becomes a dead-end. Therefore, the City of Hamilton will be assuming the road allowance for Upper Wentworth Street, south of Rymal Road East until it is extended further south to intersect with Twenty Road.

Under current City of Hamilton Policy a subdivider is only required to dedicate a maximum width of 26.00 metres of land for roadway purposes under a plan of

Cont'd

-Page 8-
June 16, 1992

1992 Servicing Expenditure Related to Subdivisions

Cont'd

subdivision. The subdivider has made a request that they be financially compensated by the City for the extra land required (10.0m) in excess of the standard 26.00 metre width.

The City Property Department has calculated the market value of the excess lands for the roadway at \$160,000. This is based on 0.336 acres of RT-20 townhouse land on the east side of Upper Wentworth Street and 0.336 acres of R-4 single family land on the west side of the street.

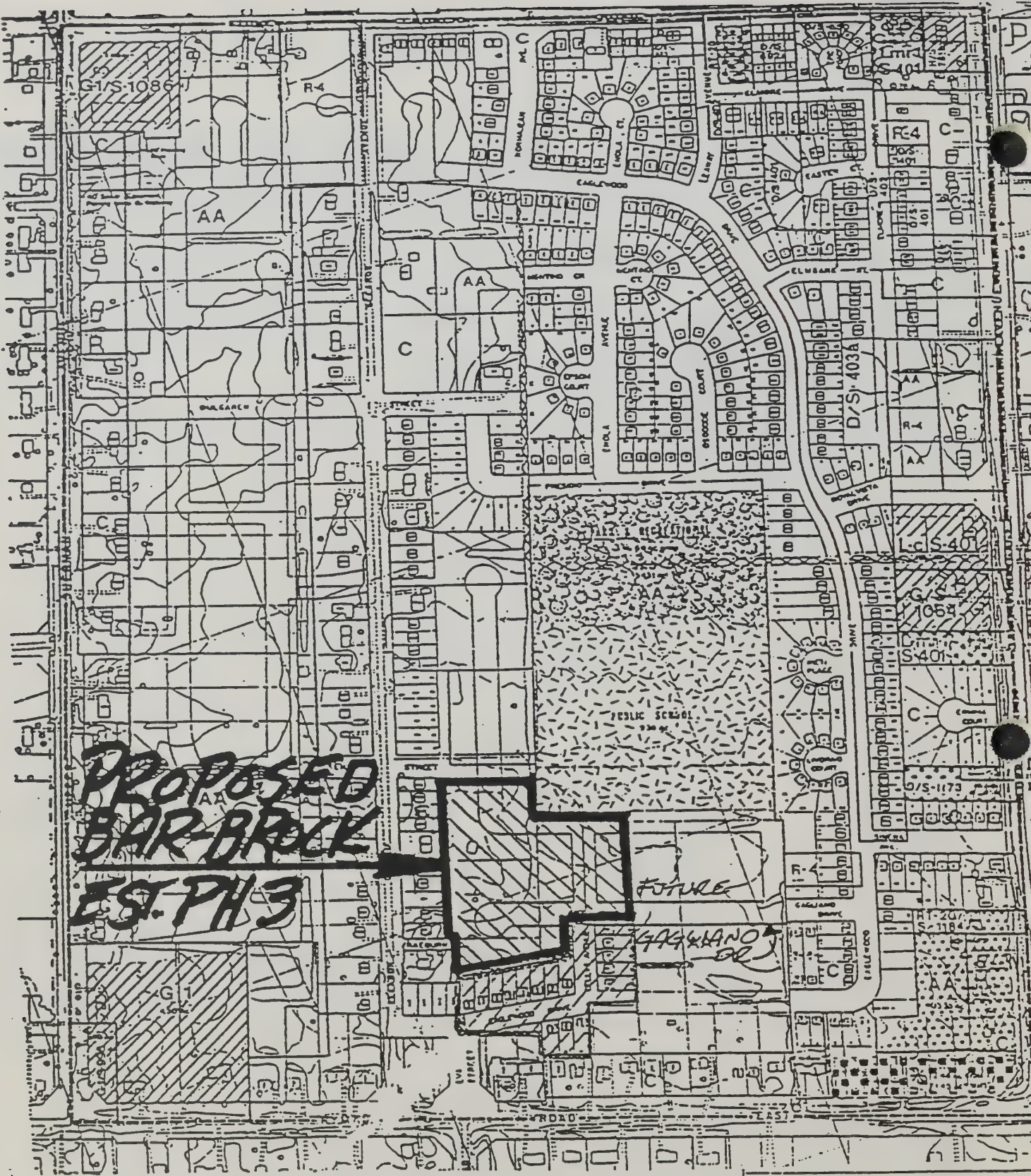
As the subdivider's request falls within current City Policy, it is the recommendation of staff that the subdivider be financially compensated by the City for the excess lands required for the Upper Wentworth Street road allowance.

The lands of The Gardens of Rymal - Phase 2 are located on the east side of Upper Wentworth Street, south of Rymal Road East in the Chappel East Neighbourhood.

 MJI/PS:ja

cc: R. Hammel, City Treasury Department
cc: S. Chandrashekar, City Treasury Department
cc: M. Watson, Real Estate Division, City Property Department
cc: K. Lau, Survey Section, Regional Roads Department

The map is a plat map of a proposed subdivision in the City of St. Louis. It shows a large area of land, approximately 20.65 acres, with a diagonal line indicating the proposed subdivision. The area is divided into several sections, including a large section labeled 'R-4' and a smaller section labeled 'AA/S-684'. The map also shows existing streets such as Church Road, East, and Sherman Avenue. A large arrow points to the proposed subdivision area, which is labeled 'PROPOSED SUBDIVISION'. The map includes various details such as lot numbers, street names, and a scale bar.



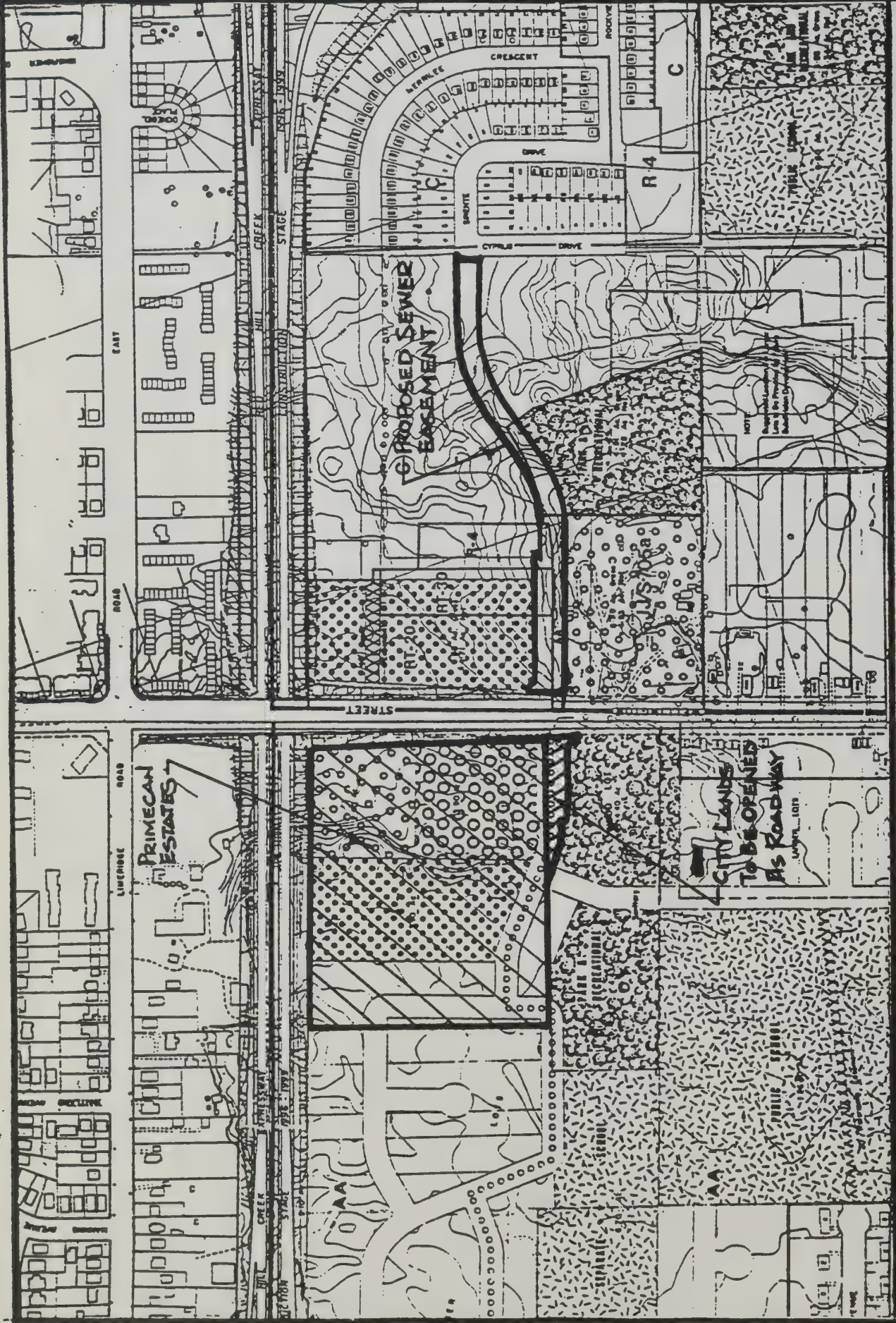
KEY PLAN-BAR-BROCK ESTATES-PHASE 3

CITY OF HAMILTON
PLANNING DEPARTMENT

ELEANOR

APPROVED PLAN

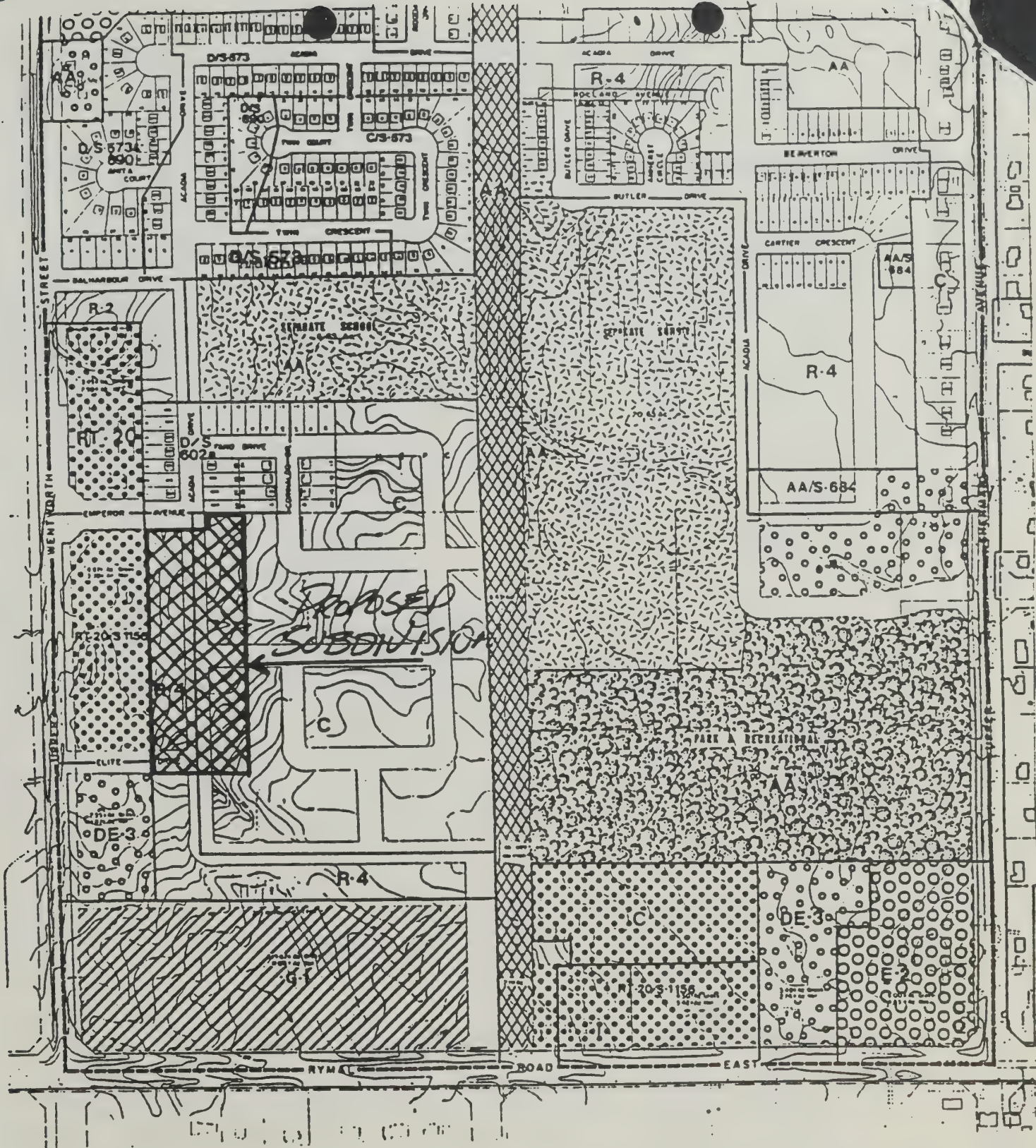




KEY PLAN
N.T.S.

APPROVED PLANS

**JEROME AND
CRERAD**



KEY PLAN FOR

RYMAL SQUARE ESTATES PH: II

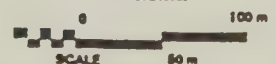
CITY OF HAMILTON
PLANNING DEPARTMENT

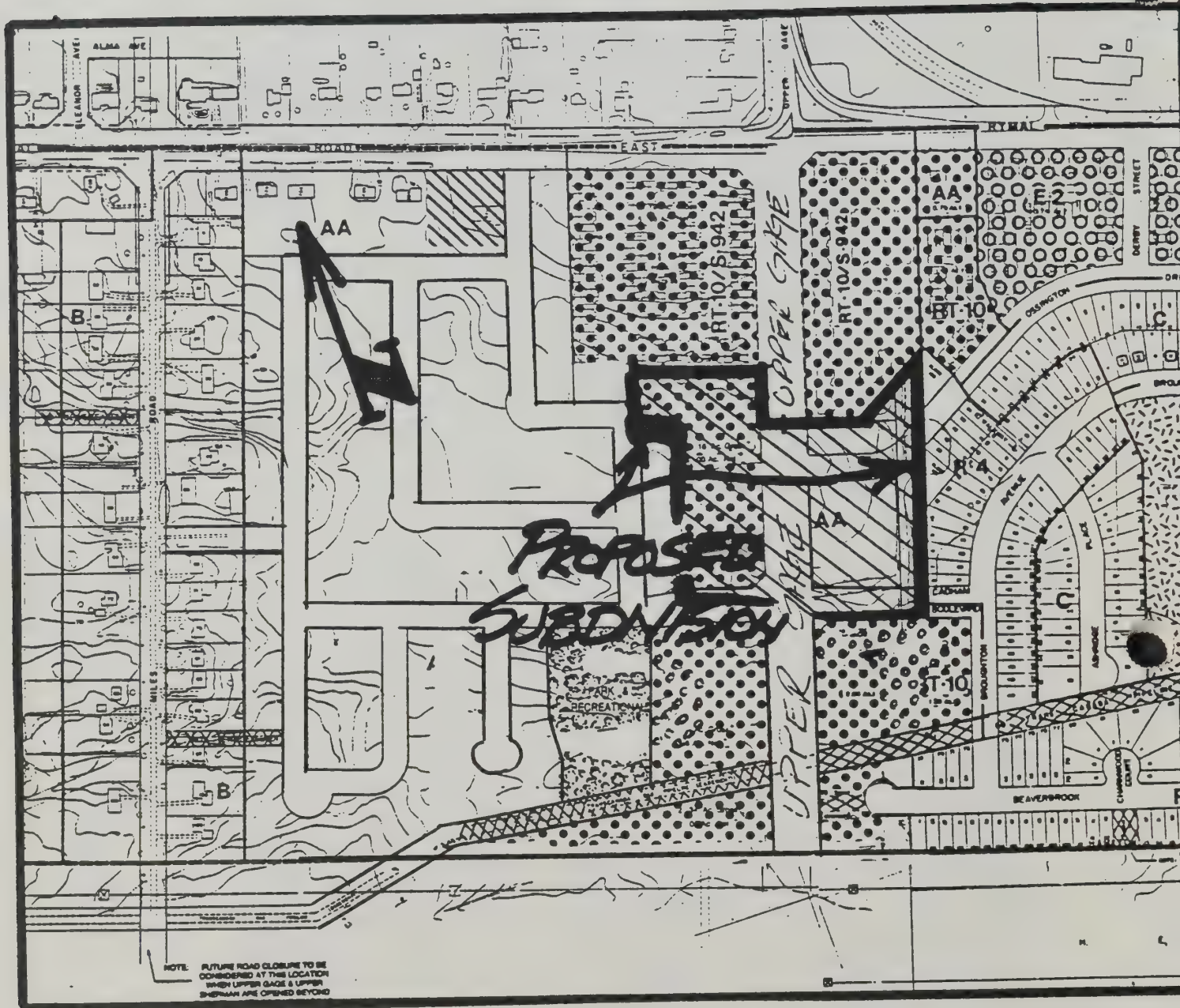
BUTLER

APPROVED PLAN



NORTH





BROUGHTON WEST

BROUGHTON EAST

"KEY PLAN"-SANDRINA GARDENS- PHASE 1

1992 SUBDIVISION EXPENDITURE SUMMARY

Page 1 of 2

CITY'S SHARE OF EXPENDITURES

Name Of:
SUBDIVISION
DEVELOPER
CONSULTANT
SURVEYOR

# OF LOTS AND LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
ACADIA ESTATES	MAY 12, 1992 P & D	Catch Basins & Connections	\$ 7,731.60	\$ 0	\$ 7,731.60		
Carriageway Homes		Curbs & Sidewalks	15,887.10	0	15,887.10		
A. J. Clarke & Assoc		Finished Roads	32,063.40	\$ 795.90	32,859.30		
S. P. Sheehy, O.L.S.		Dead End Barricade	0	0	0		
(File No. S701-67)		Street Lighting	3,000.00	0	3,000.00		
			\$ 58,682.10	\$ 795.90	\$ 59,478.00	\$ 101,845.00	\$ 161,323.00
BAR-BROCK ESTATES	March 29, 1988 P & D	Catch Basins & Connections	\$ 0	\$ 0	\$ 0		
PHASE 3		Curbs & Sidewalks	0	0	0		
Queendale Garden Homes Ltd.		Finished Roads	0	0	0		
W.L. Sears & Associates		Dead End Barricade	0	0	0		
W. Bruce Clark, O.L.S.		Street Lighting	0	0	0		
(File No. S702-44)			\$ 0	\$ 0	\$ 0	\$ 252,970.43	\$ 262,970.43
SANDRINA GARDENS	Nov. 7, 1989 P & D	Catch Basins & Connections	\$ 0	\$ 0	\$ 0		
PHASE 1		Curbs & Sidewalks	0	0	0		
DiCenzo Construction		Finished Roads	0	0	0		
Company Limited		Dead End Barricade	0	[55,941.00]*	[55,941.00]*		
A. J. Clarke & Associates		Street Lighting	0	0	0		
P. J. Sheehy, O.L.S.			\$ 0	\$ 55,941.00	\$ 55,941.00	\$ 409,803.00	\$ 465,744.00
(File No. S719-65)				(\$ 160,296.00)	(\$ 160,296.00)		

* Previously approved appropriation for this development totalled \$160,296.00. Appropriation is to be reduced by \$104,355.00. No additional financing required for this item.

continued...

1992 SUBDIVISION EXPENDITURE SUMMARY

CITY'S SHARE OF EXPENDITURES

Name Of: SUBDIVISION DEVELOPER CONSULTANT SURVEYOR	# OF LOTS AND LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	0.3 METRE RESERVE COSTS	NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
PRIMECAN ESTATES	11 LOTS	Mar. 12, 1991	Catch Basins &	\$	\$			
	3 Multiple	P & D	Connections	0	9,620.00			
	Residential	Report 5-91	Curbs & Sidewalks	0	17,620.00			
	Blocks	Item 5	Finished Roads	0	72,271.00			
			Dead End Barricade	0	3,056.00			
			Street Lighting	0	3,000.00			
	Hamilton		Storm & Sanitary Sewers	0	189,371.00			
			Watermain	0	32,144.00			
			Sodding	0	1,912.00			
						\$ 328,994.00	\$ 307,467.00	\$ 636,461.00
RYMAL SQUARE ESTATES	37 LOTS	Jan 30, 1990	Catch Basins &	\$	\$			
PHASE 2	Hamilton	P & D	Connections	0	0			
			Curbs & Sidewalks	0	0			
			Finished Roads	0	13,576.80			
			Dead End Barricade	0	0			
			Street Lighting	0	0			
						\$ 13,576.80	\$ 217,103.65	\$ 230,680.45
SUMMERFIELD AT THE	31 LOTS	July 26, 1989	Catch Basins &	\$	\$			
ORCHARDS	Hamilton	P & D	Connections	8,186.00	1,037.00			
		Report 17-89	Curbs & Sidewalks	35,407.00	2,728.00			
		Item 24	Finished Roads	62,946.00	9,522.00			
			Dead End Barricade	0	0			
			Street Lighting	4,500.00	527.00			
			Storm & Sanitary Sewers	0	4,843.00			
			Watermain	0	1,462.00			
			Fencing	0	7,618.00			
			Sodding	0	317.00			
						\$ 111,039.00	\$ 196,828.00	\$ 972,382.00
THE GARDENS OF RYMAL			Compensation for roadway		\$ 28,054.00			
PHASE 2			lands		\$ 160,000.00			
						\$ 139,093.00	\$ 160,000.00	\$ 160,000.00
TOTALS:				<u>\$ 169,721.10</u>	<u>\$ 427,065.70</u>	<u>\$ 596,786.80</u>	<u>\$ 1,486,017.08</u>	<u>\$ 2,082,803.88</u>

4 (a)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 12

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

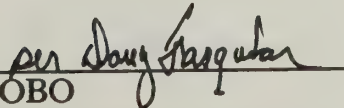
SUBJECT: Enactment of a Tree By-law

RECOMMENDATION:

1. That the attached by-law regarding the protection of trees be enacted.
2. That the following policies and procedures be drafted by the Public Works Department and be presented to the Committee and City Council when the policies are finalized:
 - Protection of Trees
 - Lights in Trees - Business Improvement Areas/Site Specific Locations
 - Information Notice for Building Permit Applicant
 - Criteria for Industrial Roadside Beautification Program - approved by City Council at it's meeting of July 30, 1991 Section 11 of the Tenth Report of the T&E Committee
 - Sewer-Street Tree Policy - approved by City Council at it's meeting of October 29, 1991

The explanatory policies and procedures have been included as Appendix B to this report.

3. That the Region through the Transportation Services Committee, be requested to consider the adoption of a Trees By-law applicable to public trees adjacent to Regionally designated roads within the City of Hamilton.


D. LOBO
ACTING DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The enforcement of this by-law will not require any additional staff. The effect of this by-law will be that the municipality will be able to better monitor potential damage or injury

to public trees through the permit system.

BACKGROUND:

With the ever increasing interest in the protection of trees and the importance of the urban forest, staff from the Public Works, Traffic, Building, Law, Planning and Development and Regional Engineering Departments have worked together to improve the wording and content of Section 5 of the Streets By-law 86-77 regarding trees on City streets and parks.

In this regard, the proposed recommendation, if approved, would result in a separate by-law for trees and tree related issues rather than having such concerns represented under the streets by-law.

For this reason, there is little similarity in format between the existing and proposed by-laws. Further, for the purpose of this review, we have endeavoured to highlight areas of the proposed by-law which coincide with the existing by-law and have also identified new sections.

Policies and procedures will be established by the Public Works Department when it is determined the existing policies are no longer appropriate.

The intent of the By-law is to protect and preserve the public trees.

The by-law in section 7 requires a person requesting the removal of a healthy public tree to apply to the City Council for approval to remove the tree. Under section 5 of the by-law, the Director of Public Works has the jurisdiction to approve the removal of public trees in the public interest, which is defined by section 5 and includes diseased trees and trees which pose a public hazard such as after an ice storm. This authority would allow the Director of Public Works to deal with only emergency situations without going to Council.

Sections 9 and 10 would require a person to apply for a permit and pay a deposit of \$200.00 where the person intends to excavate or construct near a public tree where it is likely the public tree could be damaged. The deposit would be returned if the tree is not damaged. If the tree is damaged, the applicant would have to pay the cost of repair or replacement of the public tree.

JP/PSU/rb
attachment

cc P. Noé-Johnson, Law Department
cc M. Main, Traffic Department
cc L. King, Building Department
cc T. Gill, Regional Engineering Department
cc R. Chrystian, Manager of Parks
cc J. Pook, Horticulturist
cc V. Abraham, Planning & Development
cc Secretary, Parks and Recreation Committee

PROTECTION OF TREES

During the installation of various services, there are many instances in which work is being carried out in the vicinity of trees. In the past very little consideration was given to the tree and frequently the tree was removed because it simply was in the way.

Over the past ten or fifteen years, the Public Works Department has been ensuring that if work is carried out in the vicinity of a tree, action is taken to protect the tree and under only rare circumstances will the tree be permitted to be removed and replaced. There has however been no reference to the protection of trees in the by-law. The Department has therefore, developed and included a clause on this matter which will ensure that trees are protected during construction. It also establishes a method of calculating the replacement value of trees which may be damaged during or as a result of construction.

The inclusion of a clause regarding the protection of trees is consistent with City Council's policy that the management, maintenance and improvement of the urban forest be a corporate priority for 1992 and subsequent years.

The following procedure is written on how to protect trees.

Trees will be protected by the permit holders in the following manner:

- a) No work shall be carried out within the dripline of any tree.
- b) The tree must be protected from materials, equipment and changes in the grade of soil within the dripline area by the placement of protective fencing,
- c) If work must be carried out within the dripline of the tree, the area must be tunnelled or bored under,
- d) No removal, trimming or alteration of any tree is permitted unless authorization is first received from the Director of Public Works,
- e) If trees are damaged and must be replaced as determined by the Director of Public Works, the contractor will be responsible for replacing the tree at his/her cost and paying the Corporation the value of the damaged tree,

- f) The value of the tree to be replaced will be determined in accordance with the International Society of Arboriculture Tree Evaluation Guide, or at values determined by City Council and in effect at the time the damage took place."

Reason: The by-law previously did not contain any clauses with respect to the protection of trees during construction or to the replacement cost of trees which may be damaged during or as a result of construction. The inclusion of this clause is consistent with City Council's policy that the management, maintenance and improvement of the urban forest be a corporate priority for 1991 and subsequent years.

LIGHTS IN TREES
BUSINESS IMPROVEMENT AREAS/SITE SPECIFIC LOCATIONS

That the request of any Business Improvement Area to install new electrical receptacles to provide power for lights in the trees in the individual BIA's and those BIA areas with existing electrical receptacles to provide power for lights in the trees, adhere to the following criteria:

- a) That the individual proponent be responsible for entering into an agreement with Hamilton Hydro and for the flat rate power consumption charges, payable directly by them to Hamilton Hydro.
- b) That the Regional Municipality of Hamilton-Wentworth Engineering Department, on behalf of the City of Hamilton, arranges for the maintenance of hydro pole mounted electrical equipment only.
- c) That the individual proponent be responsible for all required maintenance and the proper, safe working order of all electrical equipment not mounted on the hydro pole (ie: conduits, receptacles, wiring, enclosures, switches, etc).
- d) That electrical outlets be located above 8' on either existing poles or building fronts.
- e) That the strings of lights be fastened to the trees with adjustable fasteners to avoid girdling of the tree.
- f) Annually, a licensed electrician must inspect and repair/replace wiring, etc with regards to public safety and condition of the tree (girdling and wire wear), all at the expense of the individual proponent; the Public Works Department must be notified of this inspection along with its findings and action taken.
- g) That strings of lights and other electrical wiring in trees be removed and reinstalled at the expense of the individual proponent to facilitate trimming by the City. Forestry staff will notify the individual proponent when trimming is scheduled, taking into account the grid trimming program and life span of the lights.
- h) That all permanent wiring be installed by licensed electricians at the expense of the individual proponent.
- i) That all lighting (not hard wired) be installed by qualified decorative lighting company personnel and proposed loadings be approved by the Regions Engineering staff before installation.
- j) That failure to satisfy the above criteria will result in written notice to the proponent outlining the nature of the problem and requirements for compliance. Following no action or refusal by the proponent to correct the specified problem, Public Works will remove the lights and wiring, with the cost charged to the individual proponent.
- k) That if a tree dies and requires replacement, the individual proponent will arrange for the removal of lights at the cost to the individual proponent. Once the tree is replaced, lights may be installed at the cost to the individual proponent.

SUMMARY

Lights acceptable on City trees when:

1. Electrical outlet is a separate circuit and located above reach on an existing pole or an existing building front.
2. Proponent to be responsible for annual hydro charge.
3. Electrical equipment to be checked/repared annually by a licensed electrician for public safety and protection of the tree.
4. Electrical wires to be replaced by the proponent when required (approximately every 4-5 years).
5. All permanent electrical equipment to be installed by a qualified electrician.
6. Proponent to be responsible every year that all lights are working.

INFORMATION NOTICE FOR BUILDING PERMIT APPLICANT

This is to advise that the Public Works Department, Parks Horticulture is responsible for the maintenance and general well being of all trees on City property including City and Region road allowances. Depending on the nature of the proposed undertaking, a tree on the road allowance may be affected ie: new access, grade change, equipment access during construction, excavation etc.

Streets By-Law #9329, Section 5, Subsection (8) states that "No person shall injure or destroy a tree" upon a highway. On this basis, it is recommended that prior to commencing the building permit application process, you contact the Public Works Department at 546-2785. *

This will allow a site inspection to be made and information provided to you regarding the policies and procedures with respect to any municipal tree being effected.

Your cooperation in this regard will be greatly appreciated and go along way in preserving our urban forest.

* This will be updated to reflect content of proposed new by-law following council approval.



THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

SEWER - STREET TREE POLICY

ADOPTED BY CITY COUNCIL OCTOBER 29, 1991

CITY

- | | |
|---------------------------------------|---|
| Sewer Cleaning | When the City receives complaints from a property owner regarding City tree roots impairing the operation of the property owner's sewer, it will be the property owner's responsibility to call a sewer contractor to clean out the property owner's sewer. The sewer contractor will advise the property owner and the City by way of a signed affidavit, of the exact cause of the blockage. |
| Blockage by Tree Roots | If it is determined that the sewer blockage was caused by the roots of a City tree, the City will assume 100% of the cost of the clean out. |
| Blockage other than Tree Roots | If it is determined that the blockage was not caused by the roots of a City tree, the total cost for the clean out will be assumed by the property owner. |
| 50/50 Cost Share | If a sewer clean out is required twice or more in one year, as the result of City tree roots, the Director of Public Works will discuss the situation with the property owner and a decision will be made by the Director of Public Works to cost share 50/50 either the removal of the tree and/or replacement of that portion of the sewer line affected by tree roots. The replacement sewer line must meet Region of Hamilton-Wentworth Specifications and a permit must be obtained prior to construction. |
| Blockage on Road Allowance | <p>A. If there is a blockage caused by settlement or a collapsed or broken sewer line, the Regional Municipality of Hamilton-Wentworth will pay 100% of the cost to repair the sewer line, regardless of whether or not tree roots are present.</p> <p>B. If there is a blockage caused by tree roots, then arrangement will be made to cost share 50/50 for the removal of the blockage.</p> <p>Upon discussion with the property owner, the Director of Public Works has the option to continue with a scheduled sewer clean out program; the City will assume 100% of the cost of the clean out.</p> |

**CRITERIA FOR INDUSTRIAL ROADSIDE BEAUTIFICATION PROGRAM
- JULY 1991**

This program is offered to beautify the city owned portion of industrial roadside areas on a 50/50 cost share of the initial capital cost providing the adjacent property owner enters into an agreement with the City of Hamilton to maintain the landscaping.

Criteria

Design

1. Applicant must submit design plan to Public Works, Parks Horticulture with 2 cost estimates for beautification on road allowance.
2. Design to include all overhead and underground utility locates.
3. Must comply with City by-laws.
4. No electric receptacles or lights will be affixed to trees.
5. Parks Horticulture will approve design.

Estimates and Maintenance

1. Estimates to include 1 year warranty on installed plant material.
2. All plant material installed to be maintained by property owner, including: watering, fertilizing, weeding, insect and disease control.
3. All trees planted on the road allowance become the responsibility of the Public Works Department and will be scheduled for trimming in Grid Program.
4. Any replacement trees required will be cost shared between the property owner and the City on a 50/50 cost share basis.
5. Architecturally designed signage to be developed and displayed.
ie: "This roadside beautification project has been undertaken
jointly by firm name and the City of Hamilton,
Public Works Department.

Approval

1. Recommendation Report to the Transport and Environment Committee specifying selected addresses for program based on the date received by the Public Works Department.
2. Upon Council approval, Property owner may proceed with design installation.
3. Upon completion of project, the Public Works Department will inspect site and recommend entering into the agreement whereby the adjacent property owner will be responsible for the maintenance of the landscaping.
4. Upon completion of the agreement which is to be registered on title by the property owner, the Public Works Department will approve release of 50% of the capital cost.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

RESPECTING:

TREES

Preamble

WHEREAS the City of Hamilton, pursuant to paragraph 52 of Section 207 of the Municipal Act, R.S.O. 1990, Chapter M.45, may by by-law exercise any of the powers that are conferred on boards of park management by the Public Parks Act, R.S.O. 1990, Chapter P.46, following dissolution of the Board of Park Management on December 31, 1973, pursuant to Section 136 of the Regional Municipality of Hamilton-Wentworth Act, 1973;

AND WHEREAS the City, pursuant to subsection 3(1) of the Public Parks Act, R.S.O. 1990, Chapter P.46, has the general management, regulation and control of existing parks and is empowered under subsection 11(1) of the Act to pass by-laws for the use, regulation, protection and government of parks;

AND WHEREAS the City, pursuant to paragraph 58 of Section 207 of the Municipal Act may by by-law maintain, operate or manage parks;

AND WHEREAS the City, pursuant to section 312 of the Municipal Act may pass by-laws respecting trees growing on highways.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

Definitions

1. (a) "City" means the City of Hamilton;
- (b) "Director" means the Director of Public Works of the City;
- (c) "Drip Line" means the outer boundary of an Area on the surface of the ground that corresponds to the outer edge of the crown of the tree;
- (d) "owner" includes tenant, occupant, or person apparently in control of the premises but does not include the City or a Local Board;

- (e) "person" includes individual, contractor, corporation, commission, firm, partnership or organization of any kind, or their employee or agents but does not include the Director;
- (f) "private property" means land other than public property;
- (g) "private tree" means any tree which has more than 50 percent of its trunk diameter measured at diameter breast height on private property;
- (h) "public assumed alley" means a lane or alley paved by the City under Local Improvement Act, or assumed by by-law;
- (i) "public property" includes a highway, park, public unassumed alley, or any other public place or land owned by or leased to or controlled by or vested in the City or local board;
- (j) "public tree" means a tree which has more than 50 percent of its trunk diameter measured at diameter breast height on public property;
- (k) "tree" includes all woody vegetation.

Prohibited Species

2. No tree of the species listed in schedule "A" hereto annexed shall be planted upon public property unless authorized by the Director.

Planting on Public Property

3. (1) Every person may, with the consent of the Director, plant a shade or ornamental tree on public property.

NEW

(2) Any tree planted in accordance with subsection 3(1) is the property of the City and is deemed to be a public tree and is subject to all terms and conditions as set out in this by-law.

Request for Public Tree Planting

4. (1) The City may, upon request of the owner, plant shade or ornamental trees on public property adjacent to the property of the owner of the private property.

(2) Any tree planted in accordance with subsection 4(1) is planted at the City's expense.

NEW

(3) Any tree planted in accordance with subsection 4(1) is the property of the City and is a public tree.

**Removal of
Public Trees**

5. (1) The Director may authorize the removal of any public tree when it is considered necessary in public interest.

**Public Interest
NEW**

(2) For the purpose of subsection 5(1) "necessary in the Public Interest" includes removal for one or more of the following reasons:

NEW

(i) A tree is decayed in whole or in part.

NEW

(ii) A tree that presents a hazard or potential hazard in whole or in part to persons or property.

NEW

(iii) A tree that is diseased or is a source of disease.

NEW

(iv) A tree that is a source of any causal organism of a disease which may endanger the health of any plants.

Notice of Removal

6. (1) Except as provided in subsection 6(2) no public tree growing on a highway shall be removed without prior notification being given to the abutting property owner.

(2) Notification of Public tree removal may be waived by the Director in an emergency situation where a public tree endangers public health, or public or private property.

years of

(3) The Notice required to be given by subsection 6(1), may be given by leaving it with a person who appears to be over 18 years of age residing on the land or if personal contact is not possible, by posting it in a conspicuous place on the land.

**Removal of
Public Tree** **NEW**

7. (1) The Director must have City Council approval to authorize the removal of any public tree, except:

NEW

(i) in an emergency situation where a public tree endangers public health or public or private properties or,

NEW

(ii) where the removal of a public tree is necessary in the public interest as defined in section 5(2).

City Council
Approval **NEW**

(2) City Council **may only under exceptional** circumstances, approve the removal of a healthy public tree which is not causing any damage to public or private property.

Additional Costs **NEW**

(3) The Director may determine the location and tree species of the replacement tree for the tree removed under subsection (2).

Prohibitions Against **NEW**

Injury or Destruction
NEW

8. No person shall, without prior written consent of the Director,

(i) Remove, prune, disturb, cut above or below ground, or alter in any way on public property, a public tree;

NEW

(ii) Deposit, place, store or maintain on public property any stone, brick, sand, concrete, soil or any material or equipment that may impede the free passage of water, air or nutrients to the roots of a public tree;

NEW

(iii) Fasten any sign, bill, notice, wire, rope, nail or other object to, around or through any public tree in any manner; or around or through the stakes, posts that protect any such tree;

NEW

(iv) Cause or permit any gaseous liquid or solid substance which is harmful or toxic to any public tree, to come in contact with any public tree on public property;

NEW

(v) Set fire to or permit any fire to burn where such fire or the heat thereof will injure any portion of any public trees;

NEW

(vi) Interfere with fences, boxes or other protective devices placed around any public tree;

NEW

(vii) Alter or change soil levels on public property in the vicinity of any public tree in a manner likely to cause injury to the tree;

NEW

(viii) Excavate any ditch, tunnel, trench, or lay any walkway or driveway on public property within the dripline of a public tree;

NEW

- (ix) Cause or permit or perform any excavation or soil disturbance or compaction on public property within the drip line of any public tree.

Permit Required NEW

9. (1) A person who intends to do or cause to be done any construction or excavation that may, or is likely to injure a public tree, shall obtain a permit from the Director and shall also deposit the sum of \$200.00. The deposit shall be returned to the applicant if the tree is not injured or damaged, otherwise, the deposit shall be retained by the City and such person shall pay any additional costs for repairing the tree or removing and replacing the tree if the tree is damaged beyond repair.

NEW

(2) After receiving any required City or Regional Municipality of Hamilton-Wentworth approval(s) under the Building Code Act, or any other Act, or any by-law, any person who intends to construct or cause to be constructed a walkway, driveway, building or structure within the dripline of a public tree on public property, shall obtain a permit from the Director and shall also deposit the sum of \$200.00. The deposit shall be returned to the applicant if the tree is not injured or damaged, otherwise, the deposit shall be retained by the City and such person shall pay any additional costs for repairing the tree or removing and replacing the tree if the tree is damaged beyond repair.

NEW

(3) Any person constructing, excavating or demolishing on public or private property within the dripline of a public tree, shall follow the instructions given by the Director to preserve and protect the public trees.

Removal NEW
of a Public Tree

10. (1) Any person wanting to have a public tree on public property removed, shall apply to the Director for a removal permit and shall also deposit the sum of \$200.00.

NEW

(2) If the permit is granted by City Council under section 7, the person applying for the permit shall pay the City the cost of removing the tree plus the cash value of the tree as established by the Ontario Shade Tree Council and the International Society of Arboriculture-Canada Inc.

NEW

(3) When the applicant has,

- (i) paid the City the cost of removing and replacing the tree, and

NEW

- (ii) restored the City property to a condition similar to the condition of the property before the excavation or construction was commenced,

the City shall return the deposit to the applicant.

NEW

- (4) Any person removing or causing a public tree on public property to be removed without a written permit shall pay the City the full replacement value of the tree removed.

Replacement of Damaged Tree NEW

- 11. (1) A person who damages or injures a tree on public property shall report such damage or injury to the Director and shall pay to the City the cost of repairing the tree or if the tree is damaged beyond repair shall pay to the City the cost of removing the tree and the full replacement value of the tree. The Director shall determine whether the tree can be repaired or is damaged beyond repair.

NEW

- (2) Where City Council approves the removal of a healthy public tree under section 7 of this by-law, the person requesting the removal of the tree shall pay the cost of removing the tree plus the cash value of the tree as established by the Ontario Shade Tree Council and the International Society of Arboriculture - Canada Inc.

Additional Authority of Director

12. In addition to the authority otherwise provided in this By-Law, the Director is authorized to perform the following duties:

- (i) Supervise the planting, care and maintenance of trees on public property
- (ii) Supervise the trimming of trees planted;
 - a. Upon public property; or
 - b. Upon private property where the branches extend over public property
- (iii) Remove public trees in the public interest
- (iv) Administer and Enforce this by-law

Consent of Director

13. (1) Where consent of the Director is required under section 8, any person may apply in writing to the Director for consent setting out the purpose for which the consent is required, the details of actions proposed, the expected results of such actions and such other matters as the Director may specify at the time the application is made.

IBID

(2) The Director may consent, or consent upon condition or refuse to consent or withdraw his consent.

**No Obligation
Director**

14. Where consent of the Director is required under section 8, nothing in the by-law obligates the Director to give such consent or continue such consent.

Penalty NEW

15. Every person who contravenes any provision of this by-law is guilty of an offence and upon conviction is liable to the fine specified in Section 61 of the Provincial Offences Act, R.S.O. 1990, Chapter P.33, as amended.

Repeal NEW

16. Section 5 of By-Law No. 86-77 is repealed.

PASSED this day of A.D. 1992

City Clerk

Mayor

SCHEDULE "A"

TO

By-law No. 92-

List of Prohibited Species

(referred to in Section 2)

1. Acer negundo - Manitoba Maple.
2. Acer saccharinum - Silver Maple.
3. Crataegus L. - Hawthorne species.
4. Malus - Apple: fruiting varieties.
5. Populus L. - Poplar species.
6. Prunus - Cherry: fruiting varieties.
7. Pyrus - Pear: fruiting varieties.
8. Salix L. - Willow species.
9. Sorbus L. - Mountain Ash species.
10. Ulmus parvifolia - Chinese Elm.

TREE PERMIT

PURSUANT

SECTION 9 OF BY-LAW NO. 92-

In consideration of the sum of \$200.00 _____

is hereby granted a permit pursuant to Section 9 of By-law 92- for the property municipally known as:

I agree to follow the conditions of this permit listed below:

1. A snow fence or other barrier should be erected around the tree to at least the dripline of the tree and be maintained until the completion of the work.
2. No heavy equipment, trucks, loaders, backhoes, graders, etc. are to be used in a manner which may injure limbs, trunks, roots or any part of a tree growing on public property.
3. No person shall deposit or maintain, on public property during construction, any brick, stone, concrete or other materials which may impede the free passage of water, air and fertilizers to roots of any tree growing on public property.
4. Protection is to be provided about each tree in the immediate areas of work during trenching, cable installation and manhole construction, if there is thought to be any danger of mechanical injury to any part of a tree growing on public property.
5. Trees 8 to 12 inches may only be trenched by machine to within ten (10) feet of the tree trunk. From here on, boring or trenching must be by hand.
6. Trees 12 inches or more in diameter may only be trenched by machine to within fifteen (15) feet of the tree trunk. From here on, boring or trenching must be by hand and no roots over one inch in diameter are to be cut if avoidable.
7. Where possible to tunnel the distance required by the above criteria, it is suggested that tunnelling begin at the specified distance with sufficient surface openings to make work feasible.
8. Within the specified distances from the tree trunk, no roots over one (1) inch in diameter are to be cut.
9. Where tunnelling has been used, extreme care must be taken, when backfilling, that no air pockets remain to further injure the tree.
10. It is further directed that, when backfilling tunnel, especially where under trees, a good soil mixture must be used. It should consist of 2/3 genuine top soil and 1/3 peat moss. Such soil should help greatly in promoting the growth of new roots.

Certain problems may arise what will have to be evaluated on their own merit and according to circumstances. When such problems arise, the City Horticulturist must be consulted.

Failure to comply with any of the above conditions or the direction of the Public Works Department automatically cancels this Permit and prosecution could follow.

Date at Hamilton this _____ day of _____ 19__

Signature _____ Witnessed _____
Permit Holder City of Hamilton

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Before discussing tree roots as a problem ie. surface roots, it is perhaps useful to describe the main functions performed by the roots portion of a tree.

There are at least four main functions: absorption, conduction, storage and anchorage, each described more fully below:

1. **Absorption:** Most of the water absorbed by trees enters through the root system. This process is dependent on several factors including the diffusion pressure in the tree, the efficiency of the root system and availability of soil moisture.

The root is also responsible for absorption of nutrients from the soil, in the form of salts. The availability of these salts to the plant root can depend on several factors such as pH, concentrations of the salt and soil aeration.

2. **Conduction:** Tree roots conduct absorbed water and nutrients to the stem from where they are distributed to other parts of the tree. The conducting tissue also transports the manufactured plant food downward to the roots. This downward movement of plant foods leads to the third important function of roots; the storage of carbohydrates.
3. **Storage:** The storage of carbohydrates acts as a food reserve to be used when the tree is under stress. Without this food reserve, the tree would gradually decline and die.
4. **Anchorage:** Through direct contact with the soil the roots permit a large tree to remain standing during severe environmental conditions. Any weakening or reduction in the root network through pruning, disease, etc. causes the tree to lose natural ability to support itself resulting in increased potential for property damage, personal injury particularly during storm events.

Now that we understand the main functions of the tree's root system the next area of consideration is surface rooting and the reasons for it occurring.

1. Any large growing tree, given sufficient time, will produce surface roots; a tree reaching approximately 10" in diameter is a likely candidate for surface rooting. Most major tree roots are initiated 4 to 12 inches beneath the surface. As the tree matures and roots continue to grow, they eventually will surface. For example, a root initiated 4 inches underground will be a surface root once it grows to be 8 inches in diameter.
2. Certain tree species, especially several of the elm, poplar, willow and beech are relatively fast growing and therefore, susceptible to surface rooting more rapidly.

3. Sheet erosion from water run off can expose roots before they would normally appear on the surface. Soil under trees which produce very dense shade tends to be more subject to erosion since grass and ground covers are difficult to establish. As the soil washes away in summer storms, roots once underground become gradually exposed.

So why is surface rooting a problem?

Surface Roots

Surface rooting is seldom directly harmful to the tree. However, tree roots growing on the surface often create perennial problems for many property owners in the form of one or more of the following:

- the bouncing lawnmower
- uneven cut of lawn
- scalped grass
- damaged tree roots
- potential safety hazard during mowing operation

The above nuisance problems occur most frequently in older neighbourhoods where shade trees have been in place for at least a 15 year period.

How to deal with surface roots is addressed in the balance of this report with a range of practical approaches to the problem:

1. Selecting the right tree can at least delay the development of surface roots. A number of species make good choices such as oak, ginkgo, honey locust and linden.
2. Employ landscape cultural practices which will help control and/or slow down the development of surface roots.
3. Implement some creative design ideas and consider planting one or several varieties of ground cover rather than grass. The ground cover doesn't require mowing, is taller than grass and hides the surface roots. Care must be taken to limit ground covers to areas free from pedestrian traffic as this type of material is intolerant of compaction.
4. Spread a sand type soil to the level of the top of the root. If the roots are exposed to a great extent, the top-dressing should be applied over a period of several years to avoid suffocation of root systems and a decline or death of the tree.
5. With extreme care as directed by Forestry staff cut off the offending surface roots. Removing too many roots at one time could be detrimental to the health of the tree and could also make the tree susceptible to windfall during a storm. "Routing off" the above ground portions of a root is not recommended because this exposes the tree to decay organisms.
6. Finally, when no other alternative is acceptable removing the offending tree may be considered as a last resort. This is often better than extensive root removal as the tree will often die over a 1-8 year period depending on the amount of root system

removed.

The cost to remove the existing tree and replace with a 3" diameter large caliper tree would be borne by the property owner.

JP/RWC/rb

① cc R. Chrystian
cc J. Pook, Horticulturist
cc M. MacKinnon, General Foreman, Forestry

4(2)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 May 12

REPORT TO: Mr. K. Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Acting Director of Public Works

SUBJECT: Garbage Collection

RECEIVED

MAY 13 1992

CITY CLERKS

RECOMMENDATION:

- (a) That garbage collection be reinstated for the statutory holiday at Thanksgiving at a cost of approximately \$18,000.
- (b) That the garbage collection accounts be allowed to run into overdraft by the \$18,000 and this overexpenditure be offset by the overall surplus of the Public Works Department.



D. LOBO, ACTING DIRECTOR
DEPARTMENT OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

BACKGROUND:

During the budget deliberations, Committee of the Whole and City Council approved a reduction package of \$70,000 by eliminating garbage pick up for the following statutory holidays.

1992

GOOD FRIDAY
EASTER MONDAY
THANKSGIVING
CHRISTMAS DAY
BOXING DAY

FRIDAY, APRIL 17
MONDAY, APRIL 20
MONDAY, OCTOBER 12
FRIDAY, DECEMBER 25
MONDAY, DECEMBER 28

The following table lists the additional service that was required to deal with garbage not picked up on Good Friday and Easter Monday.

ADDITIONAL SERVICE PROVIDED

Wednesday, April 22	2 - 20 Cu.Yd. Trucks @ \$730.62	1,461.24
Thursday, April 23	2 - 20 Cu.Yd. Trucks @ \$730.62	1,461.24
Friday, April 24	6 - 25 Cu.Yd. Trucks @ \$840.54	5,043.24
Saturday, April 25	9 - 25 Cu.Yd. Trucks @ \$840.54 + Supervision	8,589.81
Monday, April 27	6 - 25 Cu.Yd. Trucks @ \$840.54	5,043.24
Tuesday, April 28	6 - 25 Cu.Yd. Trucks @ \$840.54	5,043.24
Wednesday, April 29	2 - 20 Cu.Yd. Trucks @ \$730.62	1,461.24
Thursday, April 30	2 - 20 Cu.Yd. Trucks @ \$730.62	1,461.24
TOTAL		\$29,564.49

In addition to the extra garbage trucks that were utilized, it was necessary to provide manual litter clean up for approximately \$4,000 at a number of locations where the garbage was allowed to be strewn and blown around the neighbourhood.

ADDITIONAL GARBAGE TRUCK SERVICE	\$29,500
ADDITIONAL MANUAL LITTER CLEAN UP	<u>4,000</u>

TOTAL COSTS INCURRED FOR NOT
PICKING GARBAGE UP ON STATUTORY HOLIDAYS \$33,500

Prior to cancelling garbage for Good Friday and Easter Monday, normal garbage collection arrangements would have been to:

- A. pick up the garbage normally put out on Friday, on Saturday, at a cost of approximately \$18,100.
- B. pick up the garbage normally put out Monday, on the next day - Tuesday and so forth throughout the week such that garbage normally put out on Friday would be picked up on Saturday at a cost of approximately \$18,100.

So under normal garbage collection arrangements, there would be a cost of approximately \$36,200 for the overtime incurred for the pick up of garbage around Good Friday and Easter Monday.

COSTS INCURRED FOR "NORMAL" GARBAGE COLLECTION	\$36,200
COSTS INCURRED FOR NOT PICKING UP GARBAGE ON GOOD FRIDAY AND EASTER MONDAY	<u>33,500</u>
SAVINGS	\$ 2,700

REMAINING 1992 HOLIDAYS PRESENTLY SCHEDULED FOR NO GARBAGE COLLECTION:

- THANKSGIVING
- CHRISTMAS DAY
- BOXING DAY

Based on the tonnages of garbage expected for these statutory holidays, it is anticipated that if garbage collection was reinstated, there would be an additional cost of approximately \$43,000.

THANKSGIVING DAY COLLECTION	\$18,000
CHRISTMAS DAY & BOXING DAY COLLECTION	<u>25,000</u>
	\$43,000

The tonnage of garbage normally collected on Christmas Day and Boxing Day is substantially less than other days throughout the year. Accordingly, the number of trucks required is less. So rather than a normal garbage collection day costing approximately \$18,000, it is anticipated that garbage collection for each of those two days will be approximately \$12,500 for a total of \$25,000 for both days.

Over the Christmas holidays, aside from a great number of people not being home to put out their garbage, many others just enjoying the holiday, people don't get around to putting their garbage out. Then whatever garbage is put out consists mainly of paper and wrapping which is very light and does not take up a lot of room in the garbage packers.

CONCLUSION

With the benefit of the above analysis, recognizing that there was only a modest savings by eliminating the garbage collection service and recognizing the disruption that the elimination of this service created, it is staff's recommendation that garbage collection be reinstated for Thanksgiving at an estimated cost of \$18,000.

Recognizing that the levy for 1992 has already been established, it is also recommended that the garbage collection accounts be allowed to run into overdraft by the \$18,000 and that this overexpenditure be offset by savings realized throughout the Public Works Department's accounts.

It is also being recommended that the City maintain its position that there is to be no garbage collection service on or in lieu of Christmas Day and Boxing Day, recognizing that there are traditionally very low tonnages experienced during this season and that there would be an additional \$25,000 that would have to be found at the expense of other activities.

JGP/jdh

c.c. Mr. J. G. Pavelka, P.Eng., Acting Chief Administrative Officer
Mr. R. Hammel, Acting Treasurer

4(d)

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 June 17

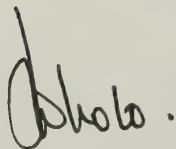
REPORT TO: Mr. K. Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Annual Tree Planting Programme on
City Road Allowance

RECOMMENDATION:

- a) That the Director of Public Works be authorized and directed to establish an Annual Tree Planting Programme on City Road Allowance to be included in the 1993 Capital Budget associated with new construction projects and specific locations as approved by Council;
- b) That the 1993 Capital Budget for Road Reconstruction include an amount equivalent to one percent (1%) of the construction value, to be contained in the Annual Tree Planting Programme Account;
- c) That the Director of Public Works be directed to include a budget enhancement to cover the annual maintenance of the trees associated with this Annual Tree Planting Programme for consideration in the 1993 Current Budget estimated at \$7,500 in 1993.



D. Lobo
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

At present, tree planting and landscaping cost estimates are not included in the project estimate for individual road construction projects.

It is proposed that an amount of one percent be included in the capital project cost estimates and that an annual programme, Annual Tree Planting Programme, be established with an amount equal to one percent of the road construction value. In 1993 this would equate to approximately \$80,000.

It is also proposed that there be an annual maintenance component of the programme. It is estimated that \$7,500 may be required in 1993.

BACKGROUND:

During 1992 Budget deliberations, \$75,000 in the Tree Planting Programme was offered as a reduction to meet the budget target. The Tree Planting Programme for 1992 was not reduced but staff were directed to implement, for 1993 plantings, a charge of \$25 to the homeowner to help offset the cost of the tree and maintenance, exclusive of G.S.T.

On November 5, 1991 Regional Council in adopting Item 12 of the 1991 Report of the Engineering Services Committee approved an Enhanced Streetscaping Programme on Regional Road Allowances. The one being proposed for the City is similar to the Region's Programme. The charge to the homeowner for tree planting is not being recommended since there could be situations where properties are at the intersection of a Regional road and City street and the homeowner would be required to pay for tree planting on the City street but not on the Regional road under the current policy.

RPM:mhs

c.c. Mr. R. Chrystian, Manager of Parks

Mr. J. Pook, Horticulturalist

D. Y. Onishi, Director
Design and Construction
Roads Department

5.

CITY OF HAMILTON
- RECOMMENDATION -

DATE: 1992 April 6

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

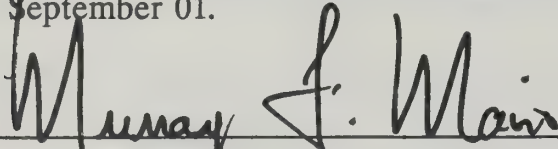
SUBJECT:

Residential Boulevard Parking - User Fees [TEC-59-92]

RECOMMENDATION:

- a) That, in accordance with the Committee of the Whole directive of 1992 March 27, the following user fees be established for residential boulevard parking:
 - one time \$30.00 application fee
 - annual \$24.00 leasing charge for each agreement
- b) That the City Law, Treasury and Traffic Departments be directed to implement the collection of the leasing charge, by
 - sending a letter to all of the owners of the property presently under Agreement, indicating the need for fiscal measures to minimize the general tax rate by implementing the user-pay principle in many areas, and indicating that as of 1992 September 01, the first annual leasing charge of \$24.00 is due and payable; and
 - sending a form, as approved by the City Solicitor, to be returned by no later than 1992 September 01, upon which it shall be indicated whether or not the property owner wishes to continue with the Agreement and to pay the prescribed leasing fee, or to terminate the Agreement and the parking privileges, and to restore the curb, sidewalk and boulevard to their original condition; and,
 - requiring that all new applicants pay all of the appropriate fees as a condition of approval for residential boulevard parking.
- c) That the proposed application fees and leasing charges take affect for all new applications upon approval of this resolution by the City Council; and

- d) That the proposed application fees and leasing charges be adjusted annually on January 01 each year by a rate equal to the cost of living index for the Province of Ontario for the previous year based on the Consumer Price Index at the previous September 01.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The recommended user fees would result in additional revenues in the order of \$40,000 in 1992 grow to approximately \$63,000 by 1996. Revenues generated by any agreements entered into from 1992 onward would be added to the above estimates as would any increase in the user fee with the five year timetable.

BACKGROUND:

At the 1992 March 27 budget meeting, the Committee of the Whole agreed to the establishment of user fees for residential boulevard parking agreements, rather than the elimination of the entire program of reviewing and approving residential boulevard parking. The directive was to establish a \$30.00 application fee and an annual \$24.00 leasing charge. These charges would be in addition to the present charge of \$20.00 per year for the purpose of defraying the insurance and billing costs to the City.

The Traffic Department has reviewed this matter in detail, and proposes that a one time \$30.00 application fee be charged, regardless of whether or not the applicant qualifies for residential boulevard parking, and that this fee be collected prior to the staff reviewing the application. This proposal would eliminate most frivolous applications, and allow staff, who already have a heavy workload, to concentrate on serious applications. At the present time, the Department processes approximately 300 applications per year, but only 200 of these result in executed agreements. In the case of "last minute" applications during reconstruction projects, it will be necessary to collect the application fee at a later date, but in recent years these situations have been minimal.

The proposed \$24.00 per year leasing fee would apply to all future residential boulevard parking agreements, as well as the 2,400 existing agreements. The City Law Department has recommended sending a notice to all existing Agreement holders advising that the parking privilege will be terminated unless they agree in writing to paying the annual leasing charge. The \$24.00 per year fee would be very reasonable, since this would initially be equal to the \$24.00 per year charge to residents for on-street time limit exemption permits.



CITY COUNCIL
HAMILTON, CANADA

Alderman Bob Chart
Vice-Chairman - Finance
Member - H.E.C.F.I.
Member - Committee of

6.

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES: (416) 574-0357 - Ward 6

29 April 1992

RECEIVED

MAY 05 1992

Henry Merling
Chairman
Transport & Environment Committee

CITY CLERKS

Dear Mr. Merling:

I would like the opportunity of coming in to speak to the Transport and Environment Committee with regards to an outstanding safety issue in Ward 6.

Some time ago, the old train tracks were removed that crossed Stone Church Road, parallel to Dartnall Road. However, the embankments for the tracks still remain. This makes it very unsafe for cars to turn left from Dartnall Road onto Stone Church Road. In fact, to properly make the turn, you must pull out illegally onto the shoulder in order to make the turn.

I would like the Committee to propose whatever action is necessary to have the concrete on the south side of Stone Church removed in order that this unsafe condition would not continue.

Sincerely,

Bob Charters
Alderman, Ward 6

BC:lm



Dominic Agostino

Alderman — Ward 5
Regional Councillor

City Hall, 71 Main Street West
Hamilton, Ontario L8N 3T4
Tel. 546-2730 • Res. 574-0179
Fax 546-2095

7.



1992 May 22

RECEIVED

MAY 26 1992

Mr. K. Christenson, Secretary,
Transport and Environment Committee

CITY CLERKS

Dear Kevin:

Please place on the agenda of the next Transport and Environment Committee meeting an item regarding the walkway on Janet Court.

It is an ongoing problem with the walkway being closed at one end and the kids are constantly using this as a hangout. I would like to discuss this with the Committee to see what action can be taken to help the residents.

Please advise of the date, time and place that this will be dealt with so I can advise the residents.

Yours sincerely,

DOMINIC AGOSTINO, ALDERMAN,
WARD 5

DA:tb

c.c. Henry Merling, Chairman,
Transport and Environment

Mr. and Mrs. N. Grsic
71 Janet Court

Mr. and Mrs. Leblanc
75 Janet Court



Dominic Agostino

Alderman — Ward 5
Regional Councillor

City Hall, 71 Main Street West
Hamilton, Ontario L8N 3T4
Tel. 546-2730 • Res. 574-0179
Fax 546-2095

7.



1992 May 22

RECEIVED

MAY 26 1992

Mr. K. Christenson, Secretary,
Transport and Environment Committee

CITY CLERKS

Dear Kevin:

Please place on the agenda of the next Transport and Environment Committee meeting an item regarding the walkway on Janet Court.

It is an ongoing problem with the walkway being closed at one end and the kids are constantly using this as a hangout. I would like to discuss this with the Committee to see what action can be taken to help the residents.

Please advise of the date, time and place that this will be dealt with so I can advise the residents.

Yours sincerely,

DOMINIC AGOSTINO, ALDERMAN,
WARD 5

DA:tb

c.c. Henry Merling, Chairman,
Transport and Environment

Mr. and Mrs. N. Grsic
71 Janet Court

Mr. and Mrs. Leblanc
75 Janet Court

8.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 June 15

REPORT TO: Chairman and Members
Transport and Environment Committee

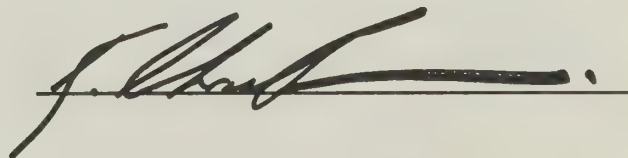
FROM: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:

9th World Clean Air Congress and Exhibition
1992 August 30 to September 4, Montreal, Quebec

RECOMMENDATION:

- (a) That the Chairman or his designate be authorized to attend the 9th World Clean Air Congress and Exhibition to take place 1992 August 30 to September 4, Montreal, Quebec.
- (b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

A Copy of the Preliminary Program is available from the Secretary, Transport and Environment Committee. Please notify the Secretary if you are interested in attending.



**CITY COUNCIL
HAMILTON, CANADA**

Alderman Henry Merling
Chairman - Transport & Environment Committee

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 389-5903 - WARD 7

8 June 1992

JUN 8 1992

Kevin Christenson
Secretary
Transport & Environment Committee

Dear Kevin:

Attached hereto please find Preliminary Program and Registration Booklet for the 9th World Clean Air Congress & Exhibition to take place in Montreal from August 30 to September 4, 1992.

Please attempt to secure an appropriate person's attendance at this event, as I will be unavailable at that time.

Sincerely,

Henry Merling
Chairman
Transport & Environment Committee

HM:lm
Encls.

The International Union of Air Pollution Prevention Associations
136 North Street, Brighton BN1 1RG, England

Director General: John Langston, CBE

Telephone: National - Brighton (0273) 26313
International - +44 273 26313

Fax: National - Brighton (0273) 735802

International - +44 273 735802

Cables: Pollution Brighton

From the President

G. Steve Hart
60 Pineglen Crescent
Nepean, Ontario
K2G 0G8
Canada

JUN 5 1992

JUN - 2 1992



Mr. Henry Merling
Chairman Transport
Hamilton City Hall-Alder Off.
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Mr. Merling,

Enclosed please find a copy of the preliminary program for the 9th World Clean Air Congress which will be held in Montreal from August 30 to September 4, 1992. The scope of this congress includes a substantial number of papers on Waste Management in addition to the traditional Air Pollution Control Program.

Congress attendance is expected to be over 1,000 delegates representing 35 to 40 countries. I look forward to an exciting exchange of ideas on air and waste management issues and hope you will decide to attend the Congress.

The Queen Elizabeth Hotel have just indicated that for those people who register before June 30, the rates will be reduced as follows: single accommodation from \$129.00 Can. to \$114.00 Can. and double accommodation from \$149.00 Can. to \$134.00 Can. Reserve early and take advantage of this!

Please circulate this program to colleagues and friends and help us promote attendance.

Vous trouverez ci-joint un exemplaire de l'ébauche du programme du 9^{ème} Congrès mondial sur l'air pur qui se tiendra à Montréal, du 30 août au 4 septembre 1992. En plus du programme traditionnel de contrôle de la pollution de l'air, le Congrès portera aussi un nombre important de documents traitant la gestion des déchets.

On s'attend à ce que plus de 1000 délégués s'y inscrivent, provenant de 35 à 40 pays. J'attends personnellement avec impatience cet échange stimulant d'idées sur les questions de gestion des déchets et de l'air. J'espère que vous déciderez d'y participer.

L'hôtel Queen Elizabeth offrira un rabais aux gens qui réserveront avant le 30 juin et les taux seront les suivants: une chambre simple, le taux passera de 129,00 \$ Can. à 114,00 \$ Can. et pour une chambre double de 149,00 \$ Can. à 134,00 \$ Can. Réservez tôt pour bénéficier de ce rabais.

Je vous prie de faire circuler le programme parmi vos collègues et amis pour nous aider à promouvoir l'événement.

G. Steve Hart.



1961

THE UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY

HEADQUARTERS, ARMY

WASHINGTON, D.C. 20315

OFFICE OF THE SECRETARY

ATTENTION: [illegible]

DATE: [illegible]

TO: [illegible]

FROM: [illegible]

SUBJECT: [illegible]

REF: [illegible]

1. [illegible]

2. [illegible]

3. [illegible]

4. [illegible]

5. [illegible]

6. [illegible]

7. [illegible]

8. [illegible]

9. [illegible]

10. [illegible]

11. [illegible]

12. [illegible]

13. [illegible]

14. [illegible]

15. [illegible]

16. [illegible]

17. [illegible]

18. [illegible]

19. [illegible]

20. [illegible]

21. [illegible]

22. [illegible]

23. [illegible]

24. [illegible]

25. [illegible]

26. [illegible]

27. [illegible]

28. [illegible]

29. [illegible]

30. [illegible]

31. [illegible]

32. [illegible]

33. [illegible]

34. [illegible]

35. [illegible]

36. [illegible]

37. [illegible]

38. [illegible]

39. [illegible]

40. [illegible]

41. [illegible]

42. [illegible]

43. [illegible]

44. [illegible]

45. [illegible]

46. [illegible]

47. [illegible]

48. [illegible]

49. [illegible]

[Handwritten signature]

[illegible]



ACCO®

ACCOPRESS

YELLOW	25070	JAUNE
BLACK	25071	NOIR
BLUE	25072	BLEU
R. BLUE	25073	BLEU R.
GREY	25074	GRIS
GREEN	25075	VERT
TANGERINE	25077	TANGERINE
RED	25078	ROUGE
X. RED	25079	ROUGE X.

CANADA INC.
ONTARIO



